

# ALL HANDS

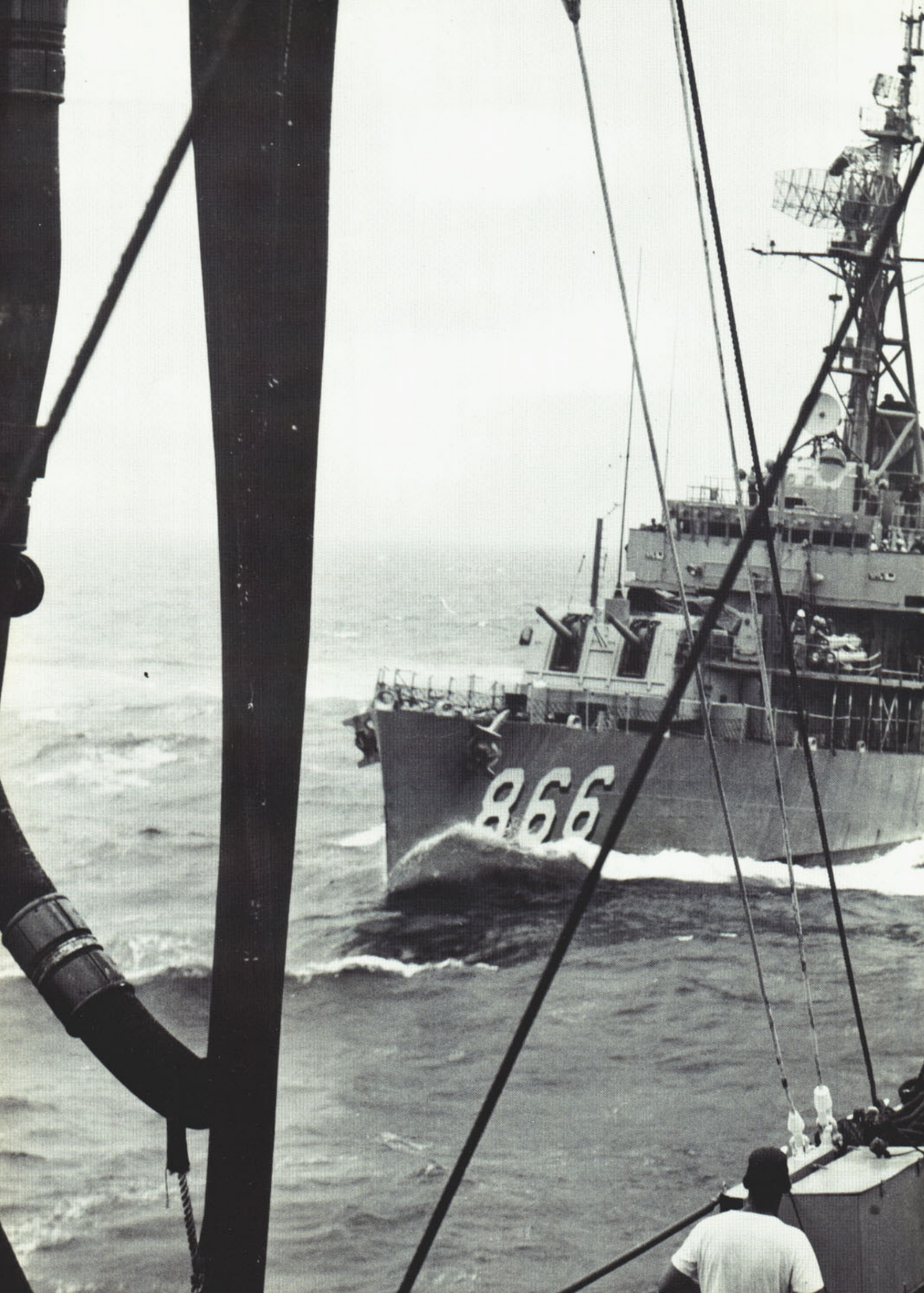


**in this issue:**

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**ON THE RECREATIONAL FRONT**

**OCTOBER 1975**



# ALL HANDS

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LEFT: A familiar sight for fleet-going sailors is refueling at sea. USS Cone (DD 866) prepares to come along side for replenishment. Photo by PH1 Milt Putnam.

FRONT COVER: Navymen shoot rapids. For more on what Navy people are doing in their off-duty hours, see articles starting on page 6.

BACK COVER: Crew of USS Nimitz (CVAN 68) gather to hear CNO ADM James L. Holloway III during filming of SITREP 11 aboard Nimitz. Photo by PH2 Terry C. Mitchell.



From Jerky to Turkey

# A History of Navy Chow

*Breathes there a tar with palate so dead,  
Who to his shipmates hath not said—  
“This chow is awful!”?*

More often than not, the complaint is voiced *after* a second helping of roast beef, mashed potatoes, green peas, chef's salad and apple pie a la mode.

In today's Navy, the occasions when such complaints have some foundation are far outweighed by the many other meals consumed, but in the sea service of 200 years ago if a sailor complained about the food, he would probably have had good reason. Sea duty in those days meant sleeping in hammocks, steering by the stars and eating food sometimes moldy, sometimes rancid, sometimes overage, sometimes all three.

Still ready to complain about last night's chow? Read on.

Uncle Sam's early Navy was a career for strong men and it needed strong men with hearty appetites to relish the diet common to life at sea in the days of sail.

Food issued to the American Revolutionary sailor might consist of ship's biscuit that was as hard as rocks and often inhabited by weevils, a portion of salt pork, some dried peas and water.

By the early 19th century a permanent federal Navy had been established, but the chow had not yet improved substantially. A ration law outlining the amount, kind and the days on which certain foods were to be served had been approved by Congress. Owing to a lack of preservatives other than salt and brine, and a paucity of funds, only a limited variety of foods was authorized. Those foods were generally bland and somewhat unpalatable.

A seaman's typical daily ration consisted of one pound of hard bread, one and one-half pounds of salt pork or beef, a half-pound of dried beans or rice and a quart of beer or a half-pint of rum. On Fridays he received salt fish instead of beef and Wednesdays were meatless days with two ounces of cheese as a substitute. Vegetables deteriorated quickly at sea, but when they were available, the ration included a few potatoes or turnips on Tuesdays.

For preparing and eating chow, the crew was divided into groups of 20 men, each called "berth deck messes." Grouping was determined according to duties or living quarters, a custom inherited from the British Navy.

Each mess elected its own cook—culinary expertise seldom determined the outcome of elections. The job required no particular cooking skills but did entail washing dishes after each meal. Dirty dishes were dunked in a bucket of cold, greasy seawater and left on the open deck to air-dry.

In spite of the limited variety of food and the poor preparation facilities—usually a sandbox holding hot coals and an iron kettle—the old-time cooks were quite skillful in creating edible meals. One favorite treat at sea, usually served on Saturdays, was called "cracker

hash." It was made from broken-up hard bread, any vegetables that could be cumshawed and salt pork. Another favorite, "plum duff," consisted of flour, molasses and raisins (raisins helped hide the weevils in old flour)—ingredients seldom available.

When the first ration bill passed in 1794, Congress didn't foresee the establishment of a permanent Navy. They had authorized the building of six ships to combat Algerian pirates attacking American merchant ships off North Africa. Congress' intention was to disband the Navy when merchant ships were again free to trade safely. Since the Navy then was thought to be a one-time, short-term venture, not much thought was given to the wholesomeness of the sailor's diet. Cost was the principal consideration. Consequently, 28 cents per day was authorized for the purchase of food for each seaman.

By 1801, the pirates had been subdued, but the sea service was not demobilized; instead, it was reduced to a peacetime establishment. A new ration was established which substantially reduced the allowance of bread and meat. Friday, for example, became a day of short rations, called Banyan Day after the Hindu caste which abstains from meat. Reduced rations didn't meet with favor among sailors but it was not until 1818 that a new ration was authorized.

That ration was similar to the previous one in that it lacked variety and continued to specify days on which certain foods could be served. In 1842, the idea of a fixed allowance for each day was discarded and a more flexible allotment of specified items and substitutes was authorized. The rum and beer rations were taken away from commissioned officers and midshipmen, but continued for the crew; those under age received a few pennies additional in their pay, since no sailor under 21 years old legally could be issued spirits.



Opposite page: A berth deck mess in an early Navy ship. Right: With the introduction of the general messing system, the whole crew became involved in the preparation of meals and the clean-up detail following them.

On 1 Sep 1862 the spirit ration was discontinued for all and in its place the men received a stipend equal to five cents per day. This legislation prompted the old Navy refrain, "They raised our pay—five cents a day—and took away—our grog forever."

The Civil War brought other changes to the Navy such as steel ships and slightly better living conditions, yet the ration remained unchanged until 1906. Between the Spanish-American War and World War I there was a demand for a "steaming watch ration" for enlisted men of the engineering division and dynamo forces standing night watches. As a result, a special ration was provided—forerunner of midrats—for all night watchstanders.

Other major changes included the abolition of the berth-messing arrangement and the introduction of the general messing system. The feeding of the entire crew in a common mess was introduced and this change led to better food and improved morale along with distinctly more healthful conditions at mealtime.

Combining ration funds made it possible to vary the Navy diet, basically unchanged since the 18th century. For the first time, veal, lamb, sausage and fresh vegetables were authorized aboard ship.

With centralized cooking and serving came joint-effort cleaning of the messing areas. Previously acceptable grease film or food particles on utensils and dishes became unacceptable due to tighter cleanliness regulations.

The first standard Navy cookbook was written by a Navy paymaster (forerunner of the supply officer) and replaced an old guide used by all services. The old cookbook contained such advice as: "The presence of wormholes in coffee should not occasion its rejection

... since they generally indicate age, weigh nothing and disappear when the coffee is ground." Due to early 20th century discoveries of better ways to preserve food and modern means to freeze it, food quality aboard ship improved greatly. Between World War I and II, there was a strong demand by sailors, as by the public in general, for a diet consisting of more vegetables, fruits and milk. As rapidly as technology and budget permitted, these foods became commonplace aboard ship.

In 1942 additional sources of vitamins were added to the Navy ration without any revision of the ration bill. Vegetables and fruit juices—fresh, canned and concentrated—flour enriched with vitamin B1, niacin and iron, and enriched yeast were added to the daily menu. Combat rations, survival rations and other special type subsistence designed to feed fighting men under extreme conditions also were introduced during this period. As the war became a long-range proposition both in terms of distance and duration, the Navy strove to provide nourishing foods to keep sailors well fed and, at the same time, eliminate the need for frequent underway replenishments.

Between 1945 and 1960, technological advances in all areas of naval operations were tremendous. Sophisticated electronic equipment and highly complicated weapons systems demanding constant alertness and longer spans of attention prompted nutritionists to devise better diets and test recipes for all foods served in Navy dining facilities. The foods served had to sustain personnel under strenuous and often tedious operational environments.

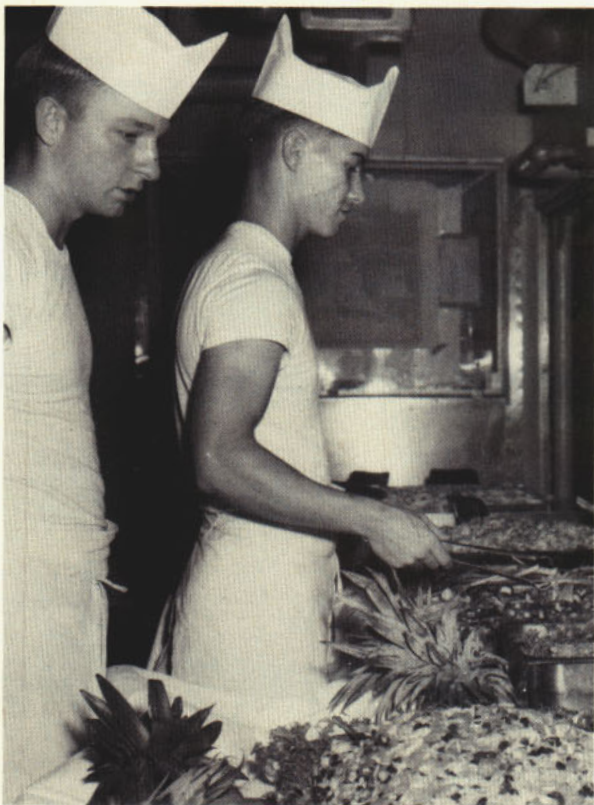
The Navy turned its attention to developments in food preparation, handling and processing as never before. Many new types of food—processed in ways never before tried—helped alleviate crowded storage conditions and greater emphasis was placed on developing better ration-dense foods. These staples consisted of concentrated, dehydrated, compressed, precooked and frozen foods. All bones, pits, peelings and trimmings are pruned before storage aboard so that only edible portions remain.

Galleys and sculleries were modernized. In the scullery, mechanical dishwashers, sterilizers and other sanitation equipment replaced the old "dunk and dry" system forever.

The Navy Food Service Systems Office, which falls under the Naval Supply Systems Command in today's Navy hierarchy, experimented with revolutionary ideas for food preparation and preservation. Military service research in this area led to development of space age freeze-dried foods for consumption by shipboard diners as well as astronauts.

From 1960 to the present, the Navy has continued its efforts into better ways to produce, package, store and prepare food served in its dining facilities. The Armed Forces Recipe Service (a joint service recipe supplier) now provides the sea service with ideas for more than 1300 recipes guaranteed to please the palate of any salt. In addition to food research, the services recognized the correlation between good groceries eaten in pleasant surroundings and increased job efficiency. Consequently, they are constantly looking for ways to improve the atmosphere of the dining area.

The drab-colored, austere dining areas of the pre-



Vietnam era have disappeared. Today one usually dines in an area that has piped-in background music, carpets, murals, paneled bulkheads, and a touch of home—tablecloths. In many facilities, civilian mess attendants clear away dishes, further enhancing a restaurant-like atmosphere.

Food choices have been expanded to cater to contemporary lifestyles. Many shore facilities have added speed-lines for those preferring short-order items to standard meals. Aboard ship, cookouts are often held on the fantail. These usually feature baked beans, barbecued chicken or hot dogs and hamburgers—all served in a relaxing atmosphere.

Other foods seldom seen in the galleys of the "Old Navy," but reflecting the younger generation's tastes, are appearing more frequently—fish and chips, chicken in a basket, pizza, etc. Many sailors are introduced to expertly prepared ethnic foods; on special nights the evening chow features foods of minority groups such as tacos on Mexican Night, lasagna on Italian Night or chitterlings on Soul Night. On these occasions the dining facility is often decorated in an appropriate motif.

No longer does chow go down at the regularly appointed time on weekends or holidays. Today most bases and ships serve brunch from early morning to lunchtime. Still the early birds can get their ham and eggs and a wholesome lunch as on other days.

Navy food has come a long way since the days of cracker hash and salt pork; the Navy is striving to be the best feeder in the volunteer force and the emphasis is on habitability. Ideas for improvements are welcomed and most messes have installed suggestion boxes to solicit constructive comments. Today's modern ideas about food service are due in large part to input from the fleet.

To guarantee excellence in food preparation and continuous training of food service personnel, the Navy sends five Food Management Teams to various commands throughout the year. These teams, which made 317 regular visits, held 13 seminars and conducted 300 special assistance visits last fiscal year, provide on-the-job training right in the dining facility. They teach food preparation and service techniques besides menu preparation, stock control and related topics. Training is provided by the show-and-tell method, as teams roll up their sleeves and work with the regular food service personnel.

Effectiveness of the teams can only be measured by the changes directly attributable to their efforts. The most obvious change is the increasingly stiff competition for the Ney Memorial Awards which are presented each year for food service excellence. However, the real winners are the Navy men and women who are enjoying better tasting and more nutritious meals with each passing year.

Chow has progressed from hard tack and beef jerky to hot rolls and sirloin steak, yet this is not the end

of improvements. Plans and improvements for the future continue to be made. Some being planned are:

- Basic allowance for subsistence a la carte food service program, in which all enlisted personnel would be given a basic allowance for subsistence in lieu of rations in kind. Members could purchase the items they desire on a cash basis. The concept is currently being tested by the Air Force and DoD has requested that each military service conduct a similar test.

- Additional beverage-service capability for carbonated drinks, instant iced tea and milkshakes.

- Ice cream bars and dessert bars.

- Radiant electric conveyor broilers and hot dog roll-a-grills for short-order capability.

- Automatic donut fryers and glazers.

- Improved dining tables and chairs, readily convertible for movie viewing or recreation room space, are being tested.

- Individual plate service for enlisted personnel.

These are but a few of the innovations for the future; they serve to show that the Navy's food service program is alive and moving forward. No matter how extensive the changes, the basic concept will still prevail: good food when properly prepared and served is one of the Navy's best morale and health builders. The Navy Food Service Systems Office adheres to this creed. Eventually its effects will extend to generations of future Navy people.

—By JO2 Dan Wheeler



Left and right: As it is today—Navy chow is meant to be pleasing to the eye and the palate as well.

on the recreational scene

# Pastimes Unlimited

## A look at a few sailors' hobbies

In days of sail, seafarers had little time for hobbies and recreational activities, yet they found an occasional hour or two in which to tie decorative knots from small stuff or carve whale ivory into scrimshaw.

The once-grueling life of seamen has changed considerably in 200 years. Navymen, however, have changed surprisingly little in at least one respect—they still spend their free time indulging in hobbies, avocations and recreational pursuits.

What follows is a roundup of hobbies and recreational activities pursued by people in the modern Navy. The nautical arts of scrimshaw and knot-tying survive, but have been augmented by hundreds of landlubber hobbies—some as commonplace as stamp collecting

and others unique, like building a model F-14. Judging from their pastimes, Navy peoples' imaginations are every bit as fertile as those of sea dogs of old.

• When Boatswain's Mate 1st Class Jim Kirpes of Navy Recruiting District Seattle advises prospective Navymen that "now is the time to join," they can hardly deny that he knows what the time is—he keeps his accumulation of 16 collectors' clocks, wound and ticking, right in his office.

A native of Washington, Kirpes began collecting clocks of various shapes and origins more than two years ago and today is the proud owner of an 1850s vintage Regulator. Although clocks like the Regulator can be very valuable, that's not the reason he started his collection. "I think it's not so much the timepieces as the sheer joy of finding a unique clock at a good price," asserted the boatswain's mate.

Kirpes started taking an active interest in clocks at the age of five. He disassembled them! "Even though I never could get them back together," he explained, "the experience whetted a curiosity which I am only now fulfilling through my collection."

A veteran of 14 years of naval service and a recent selectee for chief petty officer, the recruiter continues to search for rare or interesting timepieces. Sometimes people mention in general conversation that they know the whereabouts of an old clock, and off goes Kirpes, rummaging through dusty and long-forgotten boxes. Often the newly found "treasures" are timeless—that is, they don't work—but that doesn't bother Kirpes. As he puts it, "I've got plenty of time!"

• The art of scrimshaw, engraving delicate designs on whale ivory, was developed and perfected by 18th century whalers. Handed down through generations of seafarers, it was commonplace among New England whaling men during the 19th century and has hardly lost its popularity through the years.

One of today's artisans is alive, well and practicing the ancient skill in the modern Navy. He is Lieutenant Commander Russ St. Jean, chief staff officer for Commander Destroyer Squadron Nine, Naval Surface Force, U. S. Pacific Fleet.

A native New Englander, St. Jean has always admired scrimshaw yet didn't try it himself until 1971.



Then, like seamen of old, he used scrimshaw to fill empty hours at sea.

His early work was etched in sperm whale teeth purchased in New England before whales were declared an endangered species. Today, St. Jean practices the art on elephant tusk ivory.

In its natural state both whale and elephant ivory is rough-surfaced. Before a design can be etched, the ivory must be sanded with pumice and then buffed to a flawless sheen. Not even hairline scratches should remain lest they be filled with ink and spoil the piece.

Next, St. Jean coats the surface with India Ink. (Whalers used soot or lamp black.) Then, with the proposed design etched firmly in his mind, he engraves the painted ivory with sailmakers' and common darning needles and an artist's knife. When the engraving is completed, the entire piece is again covered with ink and allowed to dry.

Next, the excess ink must be removed by rubbing the ivory with paper. "I use brown paper grocery bags," said St. Jean. "They have enough abrasive quality to remove the darkener and not scratch the ivory." Upon completion of the rubbing, only the ink in the engraved lines remains and the scrimshander's work is complete.

"In order to be called true scrimshaw," asserted St. Jean, "an artifact must be crafted primarily by whaler-men, sailors or others associated with nautical pursuits. The piece should have a nautical association as it relates to motif or materials."

In last June's Eleventh Naval District Arts Fair, St. Jean won a first-place ribbon for his ivory sculpture "Dancing Dolphins" and a third place award for a delicate scrimshaw pendant depicting a clipper ship.

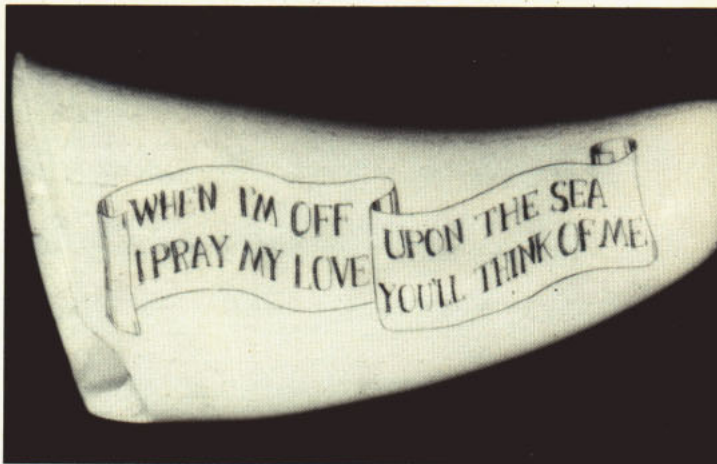
Of the hundreds he has created, the scrimshander's favorites are a color portrait of John Paul Jones, and an American Eagle sketch. Both were etched on whale teeth.

The days of the great American whaling fleets are gone forever, yet a reminder of that romantic era is being passed on to yet another generation through at least one sailor's mastery of scrimshaw.

• "A thing of beauty is a joy forever," quoted Lieutenant Commander Tony R. DeMarco, when he was recently officer in charge of the Pacific Fleet Public Affairs Detachment at Subic Bay, R. P. (he's now stationed in Norfolk, Va.). He wasn't referring to a Grecian urn though, he was speaking of a golden crowie, one of his more than 2000 seashells.

LCDR DeMarco began collecting seashells about four years ago while stationed in Guam and has been "strung out" on the hobby ever since. Now that his collection numbers in the thousands, he does most of his collecting by trading with shell hobbyists in other areas of the world.

"I correspond with collectors in Australia and send them Philippine-found specimens in return for Australian shells of comparable value," explained the enthusiast.



Although most of DeMarco's shells have retail values ranging from a mere three cents to about \$500, he still maintains that one of the world's most beautiful shells is the common "textile" worth about a dollar.

"There's a shell called 'gloris maris' valued at around \$1200," he said, "but I personally think the textile is the prettier. A lot of experts wouldn't agree. Still, I would rather have the biggest textile regardless of value."

Some shell collectors are also avid scuba and skin divers, but not DeMarco. He doesn't like to dive or snorkel because, as he puts it, "There are sea creatures other than seashells in the ocean and I don't want to put this Italian into the water to tempt them!"

When he left the Philippines he hoped to be stationed near some extensive shell collection area like those at



Facing page: Holding two banjo clocks which were popular during 20s and 30s, BM1 Kirpes is surrounded by part of his timepiece collection. Above: Example of scrimshaw. Right: LCDR DeMarco examines part of shell collection.

## on the recreational scene

the Academy of Natural Science in Philadelphia or the Delaware Museum of Natural History. It looks now as though he got his wish with duty in Norfolk.

● You've heard of the "Bird Man of Alcatraz?" Meet Captain Charles Burbage, USN (Ret)—he's the Bird Man of Memphis.

Burbage has carved over 5000 wooden birds since he started learning his avocation at age 12. "I lived on the Eastern Shore of Maryland at the time," recalled Burbage, "and I needed some decoys for duck hunting. The only way I could get them was to make my own."

The former commanding officer of Naval Technical Training Center, Memphis, in Millington, Tenn., learned how to make decoys by watching nationally renowned decoy makers at Chincoteague, Va. Observing their methods, Burbage learned how to "hack out"

his own string of decoys and gained knowledge of bird identification, coloration and behavior.

When he came into the Navy in 1935, he didn't have much time to devote to carving so he left many of his prized birds at his home on the Eastern Shore. There they remained until a storm ravaged the island in March 1961.

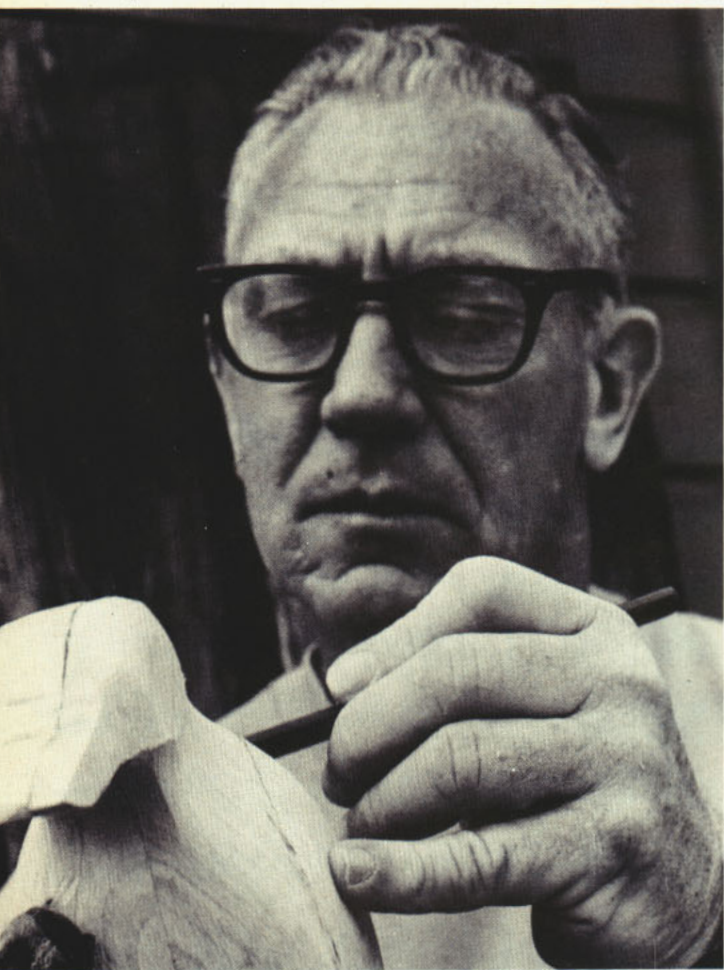
"I was in the Med at the time as skipper of USS *Canisteo*," he said. "My neighbor said that he had watched a long line of my ducks float out to sea. When I returned, I found I had lost 975 of them."

With an estimated 300 people still actively carving decoys by hand, it has become a dying art form. Burbage, however, continues to help perpetuate the craft begun hundreds of years ago by the Paiute Indians. A self-described "rough decoy maker," he sells some of his carvings through a Memphis gift shop and contributes many to charitable and civic organizations.

● It's likely that Lieutenant Commander John Johnson, stationed with VF-32 at NAS Oceana, Va., is the only man in the country who has built a remote-controlled model airplane exactly resembling the F-14 *Tomcat*.

Fortunate enough to obtain a set of F-14 drawings from the jet's designers, Johnson began building his model using thin layers of balsa and plywood. He purchased the largest model airplane engine he could find, one-and-one-half-horsepower, and after a year's work the F-14 in miniature was completed.

The model is on a one-tenth scale and has an 82-inch wing span, retractable wings, and a radio transmitter



Above: Retired Navy CAPT Burbage carefully prepares wood, carved roughly into shape of seagull, for further treatment. Right: LCDR Johnson built his model from actual F-14 drawings. Facing page: FN Holmes, partially made up as Twig the Clown, holds some of the balloons he uses in his act.



which activates a mechanism within the model to vary the wing sweep angle. The aircraft also has stabilators and retractable landing gear. As a finishing touch, Johnson painted the model exactly like the real thing.

Although Johnson's F-14 has yet to lift its wheels off the ground, he feels certain the aircraft is aerodynamically sound and will fly. "I just hope it doesn't go supersonic," was his only comment.

• Some Seventh Fleet sailors stationed in Japan try to break through the cultural barrier with a tour guide book in one hand and a Japanese phrase book in the other. "Not necessary," says one Midway sailor. "All that is needed is a red rubber nose and greasepaint."

Fireman Richard B. Holmes, a carpenter aboard USS *Midway*, is an amateur clown. Whenever the carrier is in port, Holmes slips into one of his 13 clown costumes to become "Twig," the laughing, fun-filled friend of boys and girls on and off base.

With his white, baggy outfit, multicolored knee socks and oversized shoes, the clown delights children with jokes and magic. In his practiced hands, toy balloons are instantly twisted and bent into colorful animals.

At 32, the stocky carrier sailor appears a little old to be wearing fireman stripes, but his two hitches in the Navy are separated by an 11-year-gap. When first discharged in 1964, he returned to Minneapolis where he joined a group of businessmen who were amateur clowns.

"I spent three years learning how to be a clown," Holmes said. "They taught me the techniques and I came up with the name. 'Twig' is a name kids called



me when I was young."

Although he has only been aboard *Midway* a few months, he has introduced "Twig" to many audiences in Japan and hopes to do so in other Far Eastern ports. In July, Holmes provided amusement for children at the Yokosuka Naval Base's Summer Fun Program and also added laughter and color to the local Fourth of July celebration.

"I hope to become more involved in the Japanese community around the base," Holmes said. "Kids everywhere, every language and every age enjoy clowns."

What about the old saying that clowns are basically unhappy people? Not Twig. "There's no laughing on the outside and crying on the inside for me," said Holmes.

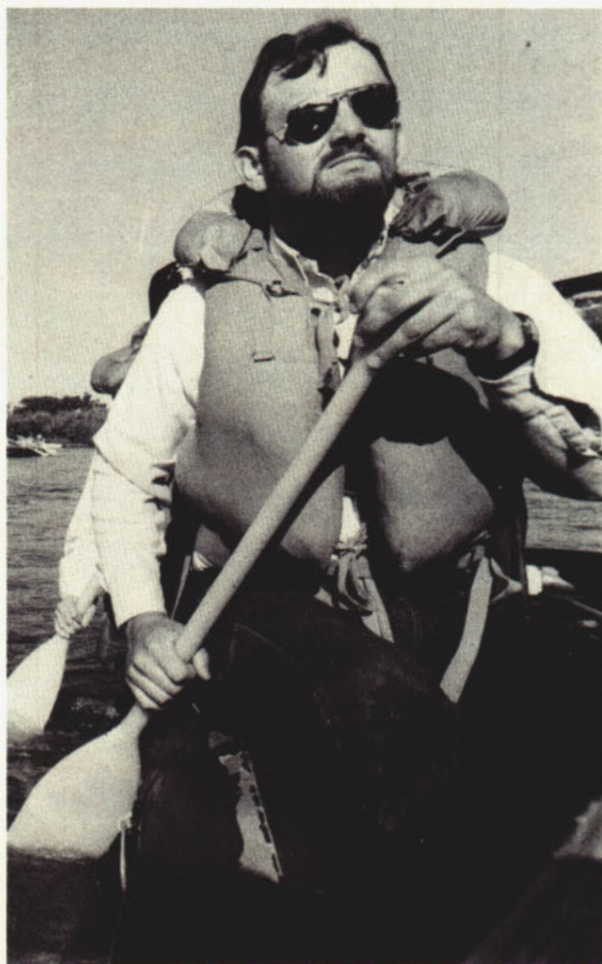
However, there is one thing that both upsets and perplexes him—how to fit 13 clown costumes and size 26 shoes into his shipboard locker!

(Story ideas were supplied by Mariana Preston; PHC Don Hays; PHC Wade A. Davis; PH1 J. A. Davidson; JO2 James L. Jones. Photos by JO2 James L. Jones; PH3 Frank Gavinski; PH1 J. A. Davidson; PHC Wade Davis; PHC Don Hays; LCDR Gareth D. Quale; PH1 E. George Norris.)



on the recreational scene

# Yellowstone River Rats



Ever tried a Yellowstone Float?

Take 126 miles of churning river, 300 rafts, hundreds of participants and a generous topping of sunshine and mix thoroughly. The result is hard to swallow, but very exciting.

The three-day trek down the Yellowstone River has attracted participants from all over the world for the past 12 years. Called the "Yellowstone Float," it's sponsored by five cities situated on the Montana river and the race is run from Livingston to Billings. For the last four years, Navy recruiters in Montana have joined in the fun.

"Initially, it sounded interesting but nothing really special," recalled Joe Ouztes of Navy Recruiting Station Billings. "However, it turned out to be the most fantastic sport in which I've ever participated."

This year the recruiters had four rafts in the race. Two vessels were manned by recruiters, one by Air Force personnel and one by Naval Reservists. In the past, recruiters rented their rafts, but now they get 16-man rafts from the Navy.

In addition to providing sleeping areas and food kitchens for the contestants, each of the five sponsoring cities awarded trophies for unique achievements.

Top: Participants in the Yellowstone Float trip maneuver through rough water. Left: LT Ed Hall pilots one of the recruiters' 16-man rafts. Right top: Beautiful Montana scenery forms the backdrop for these floaters a few miles outside Columbus, Mont. Right bottom: A British team captain "roll-tacks" his Skipjack in light air.

Stan Landgren was awarded a trophy by the city of Big Timber for being the oldest registered entrant. A resident of Cody, Wyo., he is a very young 77.

Another trophy, presented jointly by the participating mayors, was given to two individuals from Peter, Australia, for journeying the farthest. Additionally, there were trophies for the largest float, the largest family, the most original costume and the most unusual craft.

Although many trophies were awarded, the main reason the thousand persons on the river showed up was for the sheer enjoyment of the trip and the camaraderie of the event.

Everyone in the Navy rafts finished the journey, a feat in itself. The exhausted but elated crewmen extended an invitation to any Navy man or woman interested in testing his "rivermanship" to journey to Livingston, Mont., next July, bring something that floats and join them on the Yellowstone. Will the recruiters be there again next year? "You better believe it!" shouted Navy Recruiter John Viers.

—Story & Photos by PH1 J. A. Davidson



## Read Cup Competition

Recently the U. S. Navy succumbed to the extraordinary seamanship of the Royal Navy on the high seas off the Naval Air Station in Norfolk, Va. The two navies were battling each other, not for sailors' rights on the seas nor the preservation of ocean commerce, but for the prestigious Read Cup.

The Read Cup, or the British-American Naval Trophy, was first presented in 1954 by Royal Navy Captain S. J. Read to encourage team sailing races between England and America. CAPT Read first presented the trophy when he was the Rear Commodore of the Royal Naval Sailing Association.

Since then, the cup has traveled back and forth across the ocean many times. Today, the cup is on display in the sailing Hall of Fame at the U. S. Naval Academy, Annapolis, Md. The British want it back.

However, just because the British won this match doesn't mean they will regain the cup. Points are added for each race during the calendar year to determine which Navy will hold the cup for the following year. There were five years with no competition since the establishment of the Read Cup.

This is the first time that a Read Cup race has been held in the waters adjacent to a Virginia city. When Her Majesty's Ship *Ark Royal*, the only carrier in her fleet, was scheduled for a port visit in Norfolk with a number of other British ships, the Royal Navy saw a chance to add a few points toward the return of the cup.

The battle of seamanship consists of two team races under the International Yacht Racing Union rules with at least three boats on each side. The craft are exchanged during races which are held on the same day.

The sailors raced 12 craft—Skipjacks and 14-foot Bosuns. Each encounter counted as one match, and



## on the recreational scene

each match was run by a properly constituted racing committee including representatives from each navy.

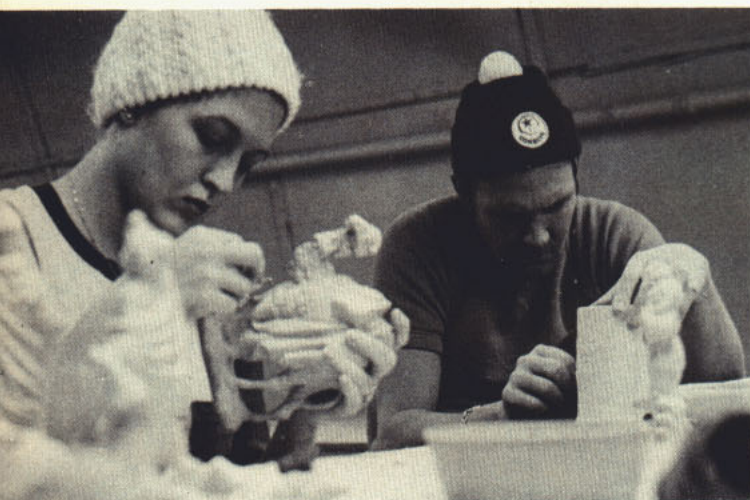
Any class sailing boat may be used, but sailors participating must be active Navy or Marine personnel. They don't have to be members of the Royal Navy Sailing Association or its U. S. Navy equivalent.

The sailing club at Norfolk is a member of the worldwide U. S. Naval Sailing Association.

—Story by PH1 Bob Woods  
—Photos by PH1 Harold Phillips  
PH3 Dwain Patton



## Iceland-Land of Variety



More than 5000 U. S. servicemen and their dependents are stationed in Iceland. Most are unmarried men and women serving one-year tours.

Just outside the gate at the U. S. Naval Station Keflavik, a NATO base, is the city of Keflavik. It is not a typical Navy town: there's no strip, there're no bars, there's only one restaurant. There're no flashing neon lights and no English language signs.

Keflavik is a quiet fishing village, similar to those found along the coast of New England in the U. S.

Reykjavik, the capital, about 40 miles from the base, is a clean, thriving city of more than 100,000 people. No

concessions have been made to accommodate tourists there either. At first frustrating to newly arrived American servicemen, the more adaptable come to realize there is something in Iceland to envy. There's no pollution; no slums; no illiteracy; and little crime. While the cities are modern, clean and progressive, Icelandic people have changed little in their beliefs and ideals during their 1100-year history.

Reykjavik offers cultural entertainment in European tradition. Concerts, museums, art exhibits and a broad variety of shops are available for those who wish to find them.

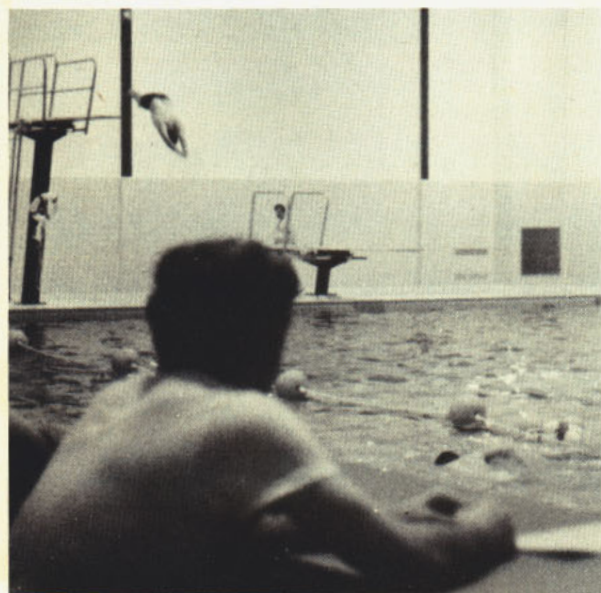
Young Navymen are likely to be discouraged when they learn that men through E-3 must wear uniforms in certain off-base areas. Further, a curfew is imposed on E-5 and below. These are difficult facts for some servicemen to grasp, particularly those who have visited other foreign countries. Restrictions, which are gradually being relaxed, remain from a less harmonious time when U. S. forces first arrived in 1951 under the bilateral U. S.-Iceland Defense Agreement.

A large amount of U. S. funding allocated to Keflavik is channeled into recreational facilities keyed to the young serviceman. It is primarily the person who stays in the barracks who finds liberty in Iceland difficult to enjoy. Families make their own recreation and with the mobility of automobiles tour this unique and varied island.

Last year, a swimming pool was opened in the station's field house, where there already existed basketball courts, handball and paddleball courts, a weight room, sauna baths and steam rooms.

For the sports enthusiast a special services gear issue room features a wide variety of supplies for practically any sport, while bowling lanes and a billiard room are operated near the barracks areas. Base hobby shops include an automobile repair shop, stereo center, leather, ceramics, photography and a well-stocked crafts retail store.

The USO offers a rounded recreational program daily. There, a serviceman or dependent can play ping-



Facing page top left: American crew in Skipjack 24 maneuvers to spill "bad air" into the sails of their British opponents. Top right: Americans and British battle for position on reaching leg of first race. Bottom: Ceramics workshop is one of several base hobby shops available in Keflavik. This page, above: Base high school basketball team uses the base gymnasium for practice. The court also has provisions for volleyball. Bottom: The recently opened indoor swimming pool offers year-round comfort for aquatic sports.

pong, chess or other table games, read, watch television or snack. A 15,000-book library is located in the USO building and a large selection of current magazines and newspapers is maintained. The base theater features at least two films daily, while various service clubs offer both dining and entertainment.

Hunters and fishermen travel annually to this country because it is noted for its birdhunting and salmon and trout fishing. Military sportsmen can also take advantage of the game season, obtaining equipment through Special Services or the base Rod and Gun Club.

Skiers will find inviting slopes near Reykjavik and golfers will find courses to challenge anyone's abilities.

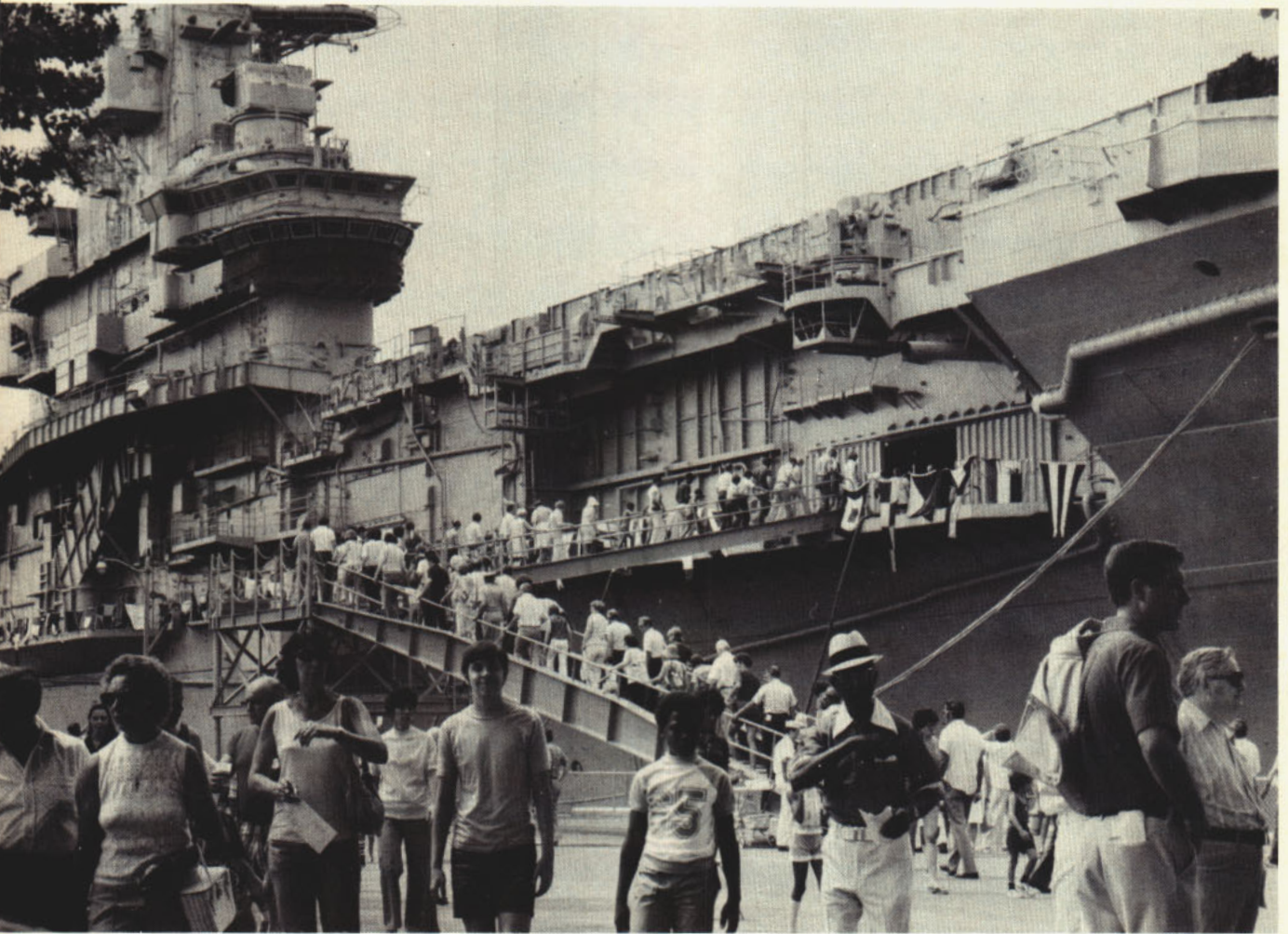
Even though winter nights are long and often dreary, summer days are long and bright. Outdoor recreation activities are limited only by an individual's stamina and desire. Camping and hiking trips around the island are popular.

There are restrictions and the winter climate is harsh—although less so than many northern United States areas—but Iceland is a land of endless variety.

—story and photos by JOCS James Johnston

## BICENTENNIAL COMMAND

# PHILADELPHIA



No Bicentennial study would be complete without mention of the city of Philadelphia and all that it has contributed to this nation's heritage. In the words of Rear Admiral Joseph L. Coleman, former commandant of the Fourth Naval District, "The Navy was born in Philadelphia, the Marine Corps was born here and, most important, our country was born here."

The admiral continued, "The Navy and Marine Corps played an important role then in the birth of our great

nation and we intend also to do our part now in making the Bicentennial celebration here the greatest event to happen in the Delaware Valley." Following those words, Philadelphia Naval Base embarked on a program which, like the Naval Radio Station (T), Cutler, Maine, gained it recognition as a Bicentennial Command.

Begun 4 July, Philadelphia's program gained momentum two weeks later when the Fourth Marine Air Wing Drum and Bugle Corps from New Orleans, La., and



more than 100 Marine Barracks personnel presented the impressive and colorful Marine "Evening Parade" and "Flag Pageant" for visitors. Before this patriotic event on the Marine Barracks parade ground, the drum and bugle corps performed a special concert.

Marine evening parades, flag pageants and military band concerts continued every Friday evening throughout the summer. In addition, the base conducted a program of open houses each Friday, Saturday and Sunday all summer long. Visitors took walking tours through the aircraft carrier *Intrepid* and saw numerous war planes, ship models, pictorial displays, vintage Marine uniforms from Revolutionary War times to the present, and scale models of the *Apollo* space capsule and lunar landing module *Intrepid*.

Visitors also inspected displays of combat equipment, including a tank, aircraft, artillery guns and Navy shipboard gun mounts, on the Marine parade ground. Inside the entrance of the Marine Barracks, combat art was on display. A final highlight of Philadelphia's summer program was USO variety shows each Saturday and Sunday.

Apart from the Bicentennial Command program are numerous national bicentennial projects sponsored by the Department of Defense and various branches of the service. Included are: the Bicentennial Band which is touring the nation giving concerts of American music; a two-record heritage album of outstanding military bands and associated choral groups; and Bicentennial Vans which began traveling throughout the country 4 July with displays depicting the contributions of the Armed Forces to the founding and growth of the nation and the preservation of freedoms people enjoy.

Last, but not least, the Navy, Army and Marine Corps celebrate their 200th birthdays in 1975 and each service will commemorate the occasions in an appropriate manner. This is the time for Americans to show pride in their heritage, and service people should rightfully share in the celebration.



Facing page: Carrier *Intrepid* (CV 11), open for visitors at Philadelphia Naval Base. Top: U.S. Navy Ceremonial Band from Washington, D. C., conducts outdoor concert as part of the Bicentennial program. Middle: A plaza was constructed for the convenience of visitors. Right: USO presents weekly variety shows.

## BICENTENNIAL COMMAND

# U S Naval Radio Station

CUTLER , MAINE



Among those Navy commands which have been designated Bicentennial Commands is the U. S. Naval Radio Station (T), Cutler, Maine, for its participation in an ambitious historical program at nearby Machias. The substance of that program—and the events which spawned it 200 years ago—is a story all its own. That story follows:

Unless you're from Machias, Maine, or a student of the American Revolution, the "Burnham Tavern liberty pole incident" and the name Jeremiah O'Brien probably have little meaning. But for the folks of Machias, and area Navy personnel, they were given real meaning in Bicentennial observances last May.

The planning to commemorate the historical events began nearly two years ago—before the establishment of any state Bicentennial committees—and eventually involved the Naval Radio Station (T) at Cutler in East Machias, the U. S. Navy band from Newport, R. I., a minesweeper and the commanding officer of the famed frigate *Constitution*. But to understand how the plans evolved requires a quick trip back in time to May 1775.

About a month after the Battle of Lexington, the British, under General Gage in Boston, sent two sloops and an armed schooner to Machias to requisition a load of lumber. Before that incident ended, all three vessels were in the hands of the Americans in what has since been called the "Lexington of the Sea."

On arrival at the town's wharf, the sloops *Unity* and *Polly* were met by an angry crowd of citizens headed by Jeremiah O'Brien. They soon let it be known that they had no intention of loading the ships and, instead, demanded the surrender of the vessels. These same people had just a few days before set up a liberty pole (a tall pine stripped of foliage except at the top) in front of the town's Burnham Tavern. They had vowed to

sacrifice their property and lives, if necessary, in defense of freedom.

The British schooner, *Margaretta*, under command of Midshipman James Moore, demanded that the sloops be loaded and that the liberty pole come down. Under threat of being fired upon by the schooner, some of the townspeople gave in and began loading. O'Brien and his followers had other ideas. Following a town meeting all voted to keep the liberty pole and fight. In quick succession they managed to capture both sloops at the wharf and forced *Margaretta* to head out to sea.

In her haste to depart, *Margaretta* damaged her boom and was forced to anchor downstream and undergo emergency repairs. Small arms fire from shore kept the schooner at bay and gave O'Brien and 35 volunteers a chance to take up the chase in *Unity*.

With muskets against four-pounders, O'Brien and his lumberjacks carried the day. The Americans lost two crewmen, and a marksman—said to be O'Brien—fatally wounded Captain Moore. The captured British crew were later paraded through Machias as prisoners.

Citizens of Machias went all out this past May to honor Jeremiah O'Brien and his followers. One highlight of the four-day celebration was the firing of a 13-gun salute by a Navy unit at the exact hour of night—2022—when Paul Revere's signal was first hoisted at the Old North Church 200 years earlier; marking the start of that historic ride which warned colonial New Englanders of the approach by land of British forces. The gun salute was fired by Chief Gunner's Mate Wayne F. Jordan, Equipment Operator 1st Class John C. Bozick and Engineman 1st Class Paul D. Casey. A 40-mm saluting gun secured aboard a flat-bed truck was used for the occasion.

Navymen also took part in the reenactment in front of the same Burnham Tavern of the liberty pole-raising and Commander Tyrone G. Martin read a message to 4000 spectators gathered at Fort O'Brien.

The minesweeper USS *Direct* (MSO 430) called at the Cutler Radio Station (the first Navy ship believed to have ever visited the facility) and tours were provided for the visiting public. Four Navy units took part in a three-mile parade, highlighting the week's commemoration.

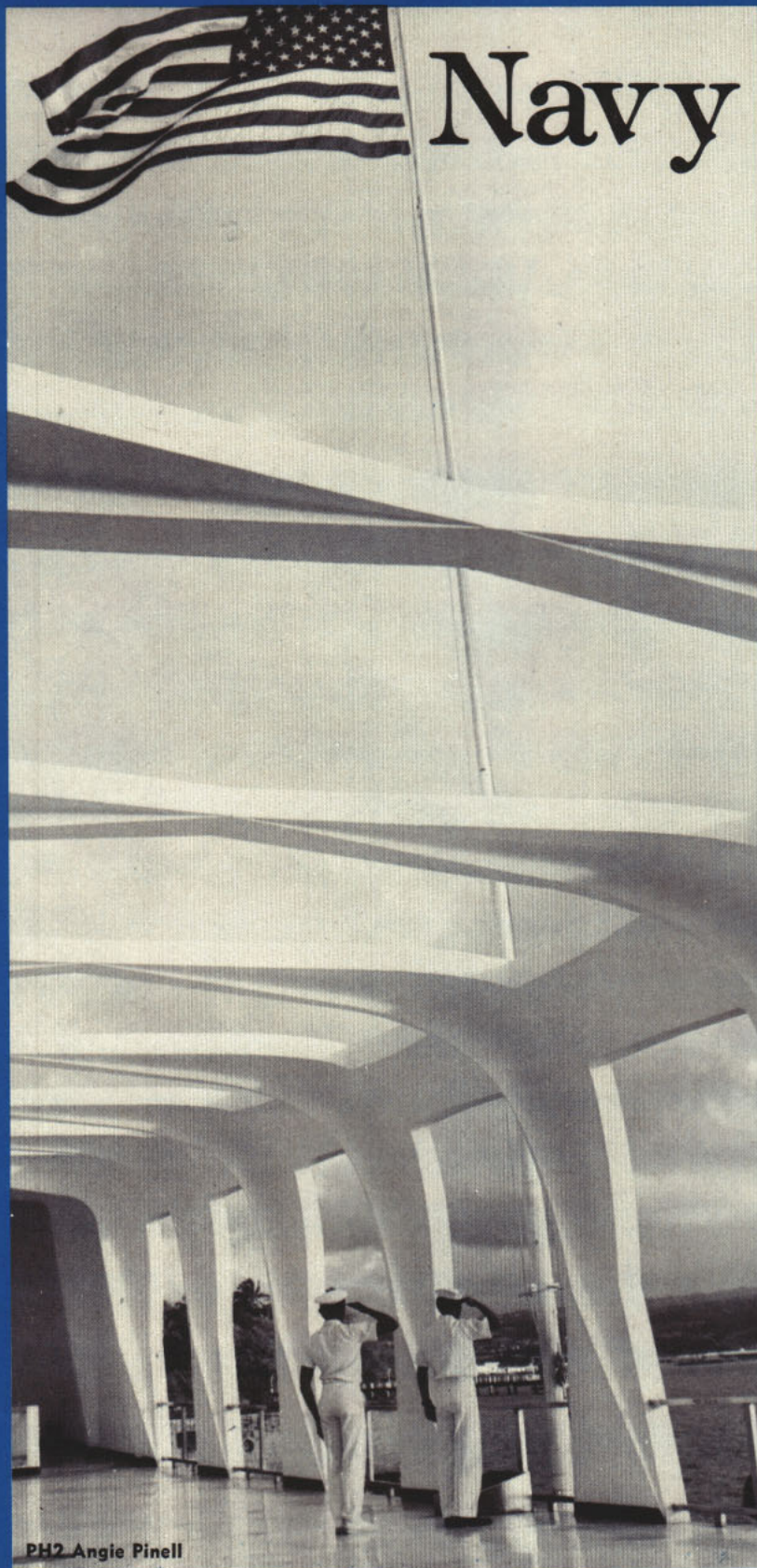
O'Brien reaped honors for Machias and America in 1775. His hometown reaped honors in his name in 1975. Before the 30-event, four-day celebration ended:

- The town was named a Bicentennial Community.
  - Its Centre Street Congregational Church was placed in the directory of national landmarks (beside the Burnham Tavern).
  - The University of Maine at Machias reaped Bicentennial honors.
  - The Naval Radio Station (T), Cutler, received the Bicentennial flag from the Navy Department.
- If these are not enough honors, the last is probably the most cherished—the Navy announced to the people of Machias that a new *Spruance*-class destroyer will be named "O'Brien."

—Story idea by LTJG E. C. Champagne, USNR-R



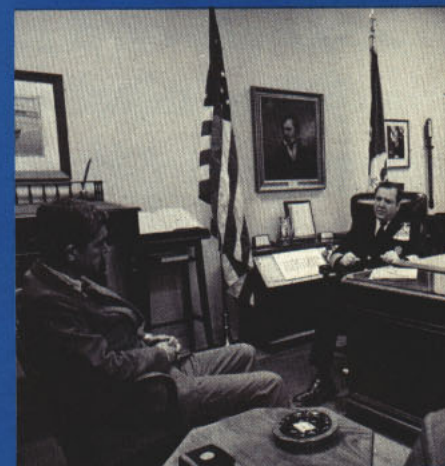
The rugged coast of Maine today, not far from the scene of the early naval action by citizen-sailors of Machias exactly two centuries ago.



# Navy

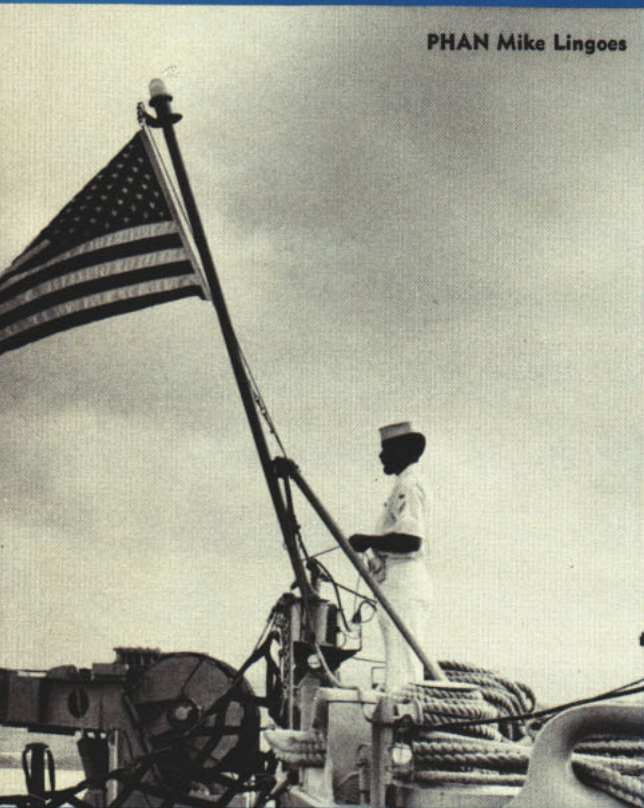
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## A Moment

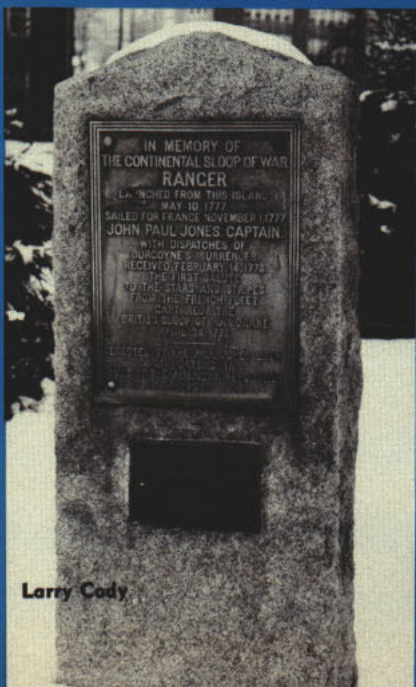


# Legacy In History

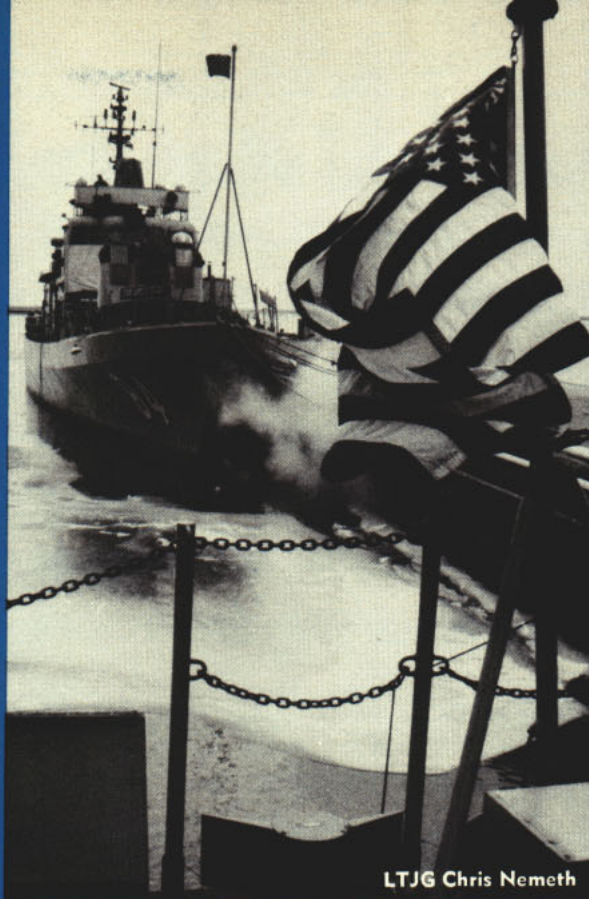
PHAN Mike Lingoes



Dave Wilson



Larry Cody

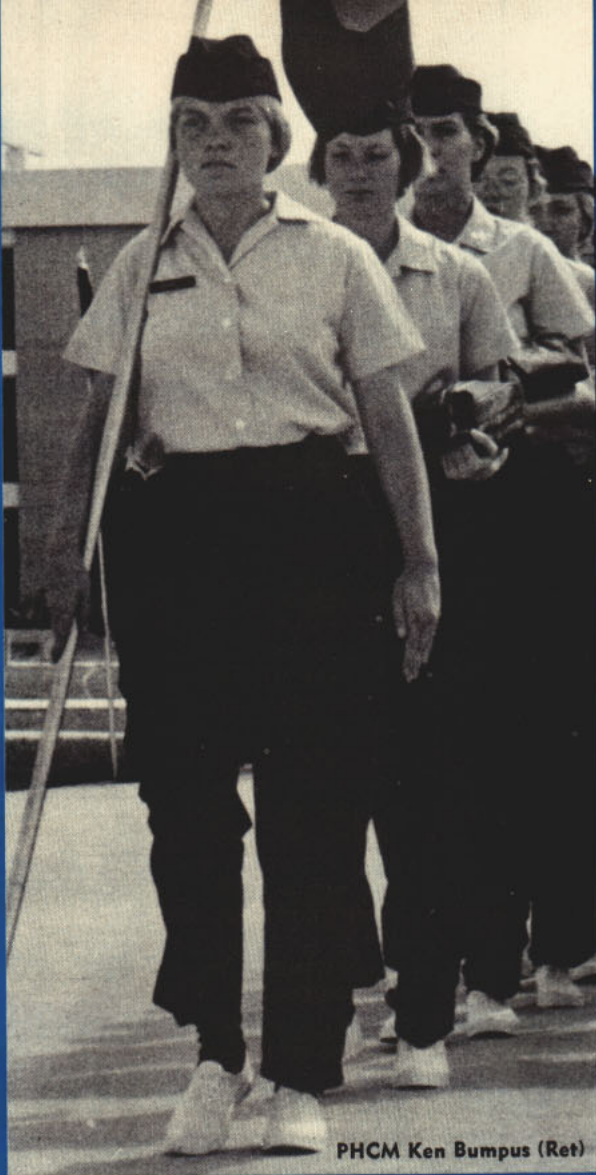


LTJG Chris Nemeth

*At 1800 Greenwich Mean Time, 14 Feb 1975, Navy photographers around the world snapped the shutter on a moment in naval history. At that exact time, in 1778, the "Stars and Stripes" flown from the U. S. armed brig Ranger, received the first official salute by a foreign power. A nine-gun salute was rendered by the flagship of Admiral La Motte Piquet, commander of the French Atlantic Fleet, in Quiberon Bay, near Brest, France.*

*This same moment in the Navy's Bicentennial year pictorially revealed a Navy of modern ships, aircraft, equipment and people. In many instances, however, the flavor of tradition is retained.*

*As in 1778, there were official honors rendered the American flag. In Hawaii, sailors paused to honor the ensign as it was raised over the Arizona Memorial in Pearl Harbor. Elsewhere, Navymen aboard ship stopped to recognize traditional morning colors.*



PHCM Ken Bumpus (Ret)



PHCM Ken Bumpus (Ret)



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PH2 Ernest Myette

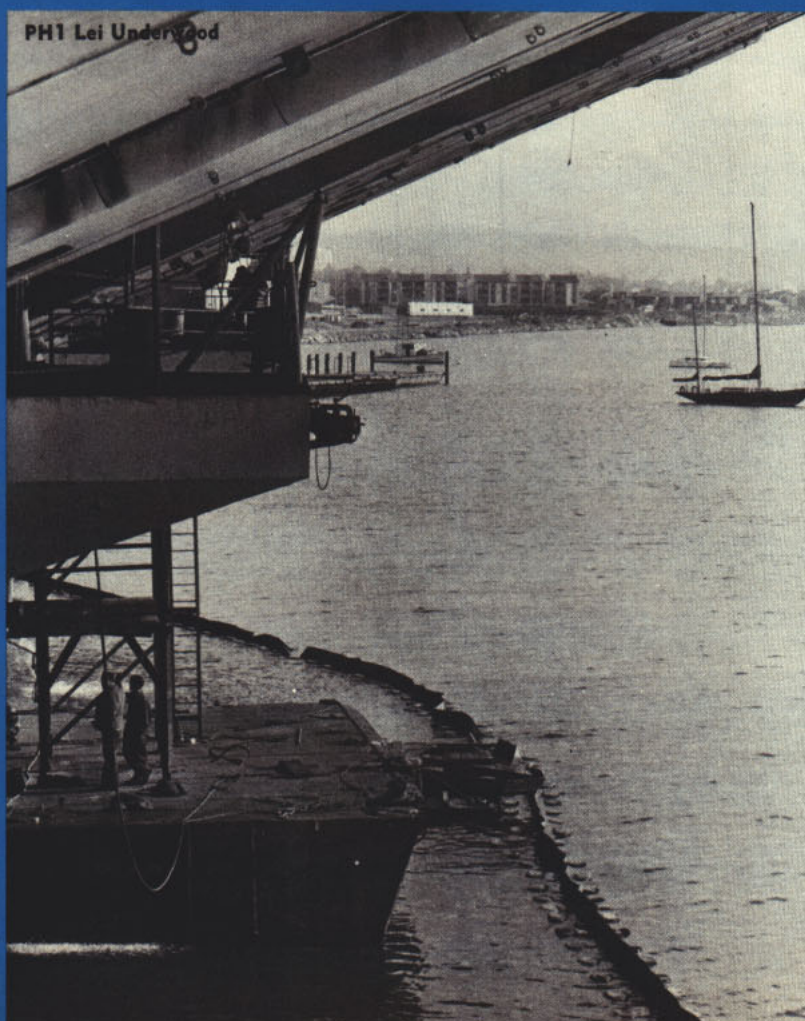
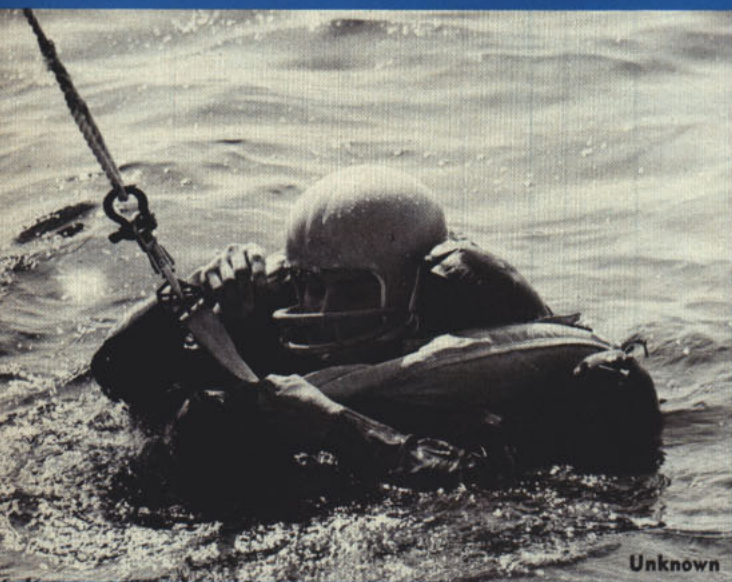


*For some new Navy people, 1800 GMT, 14 Feb 1975, found them being trained for their roles in today's Navy. This included instruction in firefighting for some recruits, while others drilled on the parade ground.*

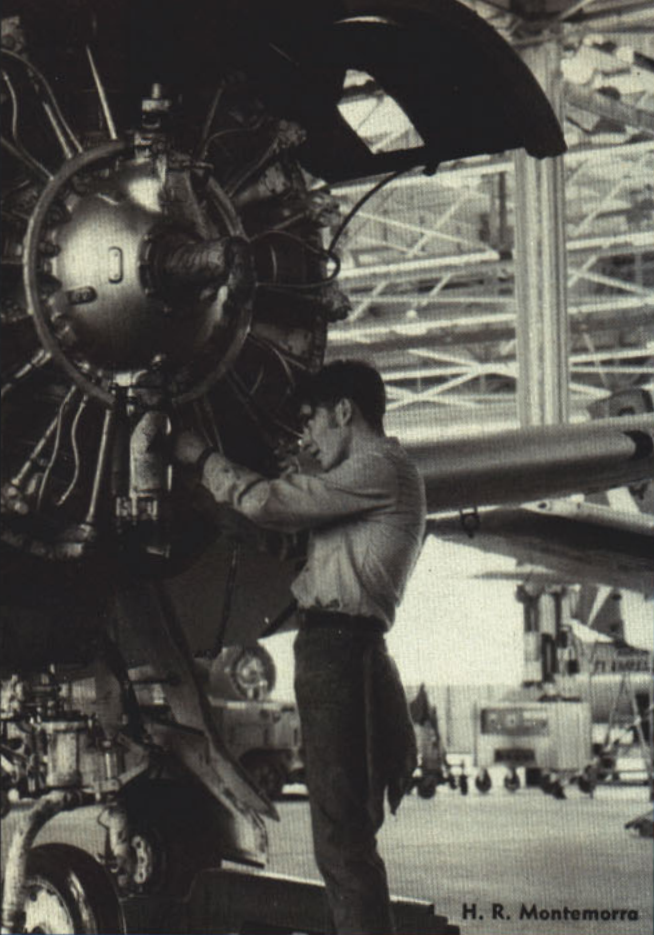
Ted Morrow



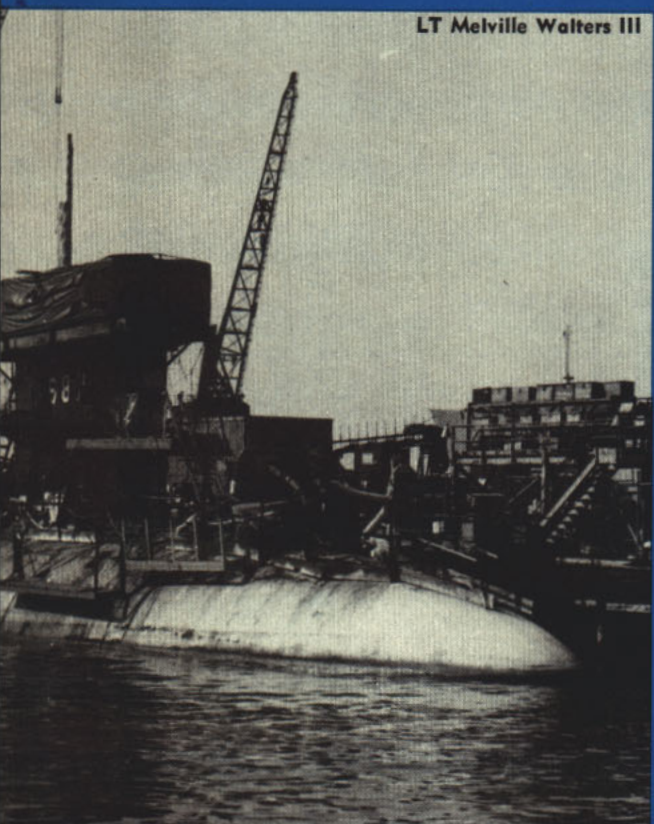
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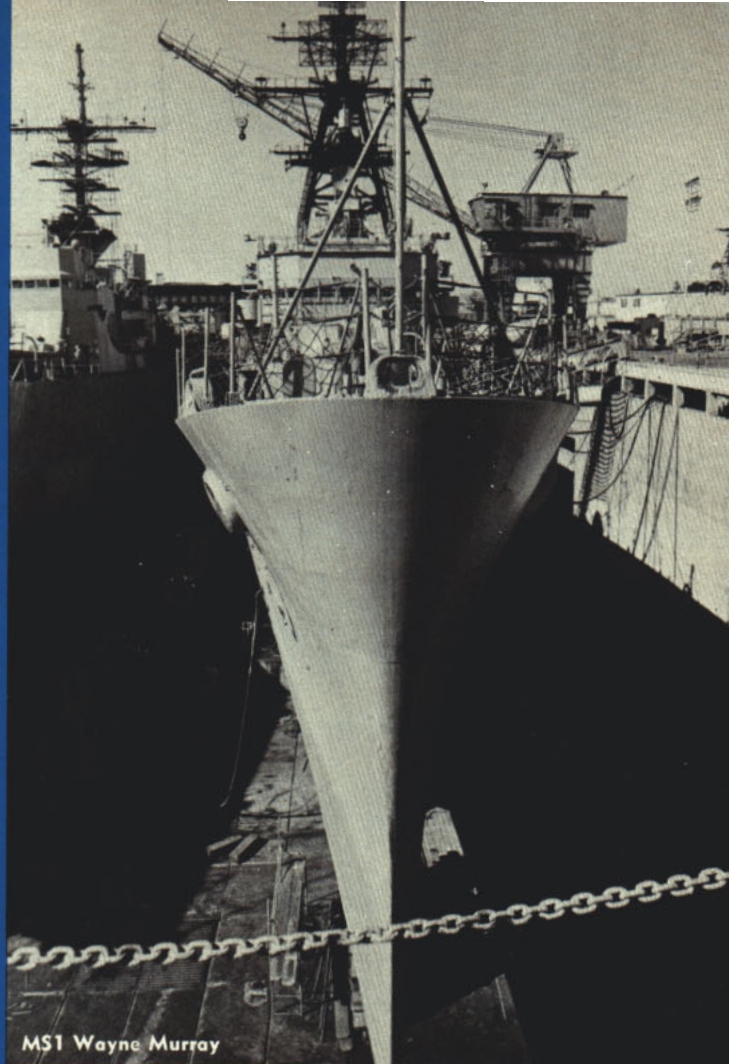
ALL HANDS



H. R. Montemorra



LT Melville Walters III



MS1 Wayne Murray

*Navy ships were captured on film in a variety of situations. There were some underway, while others were in port and still others sat in drydock. Navy aircraft were likewise photographed.*

*The flavor of tradition was perhaps best captured in the people of today's modern Navy who were busy carrying out the daily routine. Boatswain's mates passed the word over the IMC, deck hands chipped paint and scrubbed passageways, administrative types shuffled papers and technicians in various fields engaged in operation, repair and maintenance of the tools of their trades.*

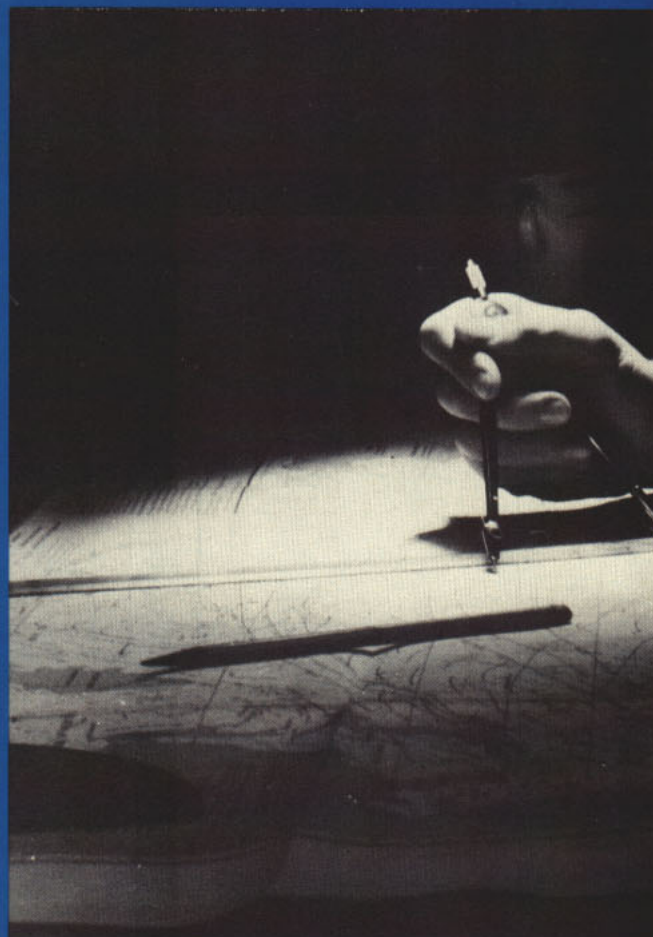
PH2 Roger Topham



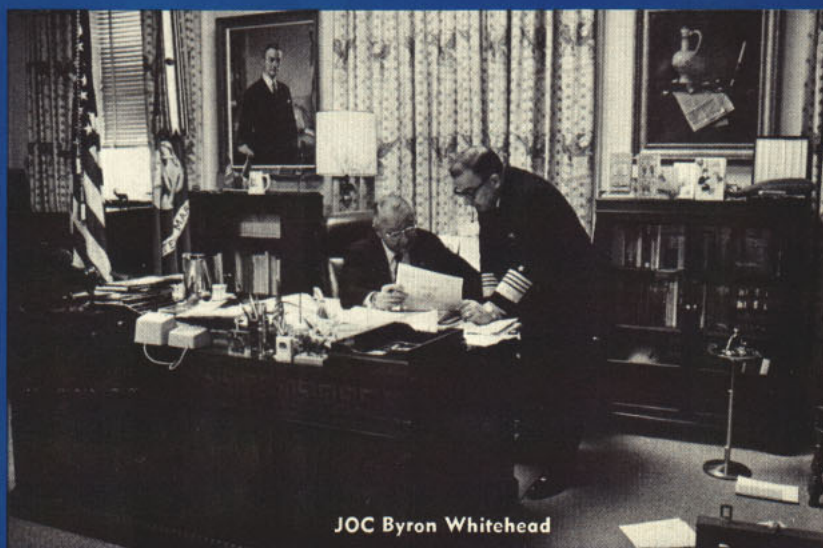
Roy Roper



PH3 Gary



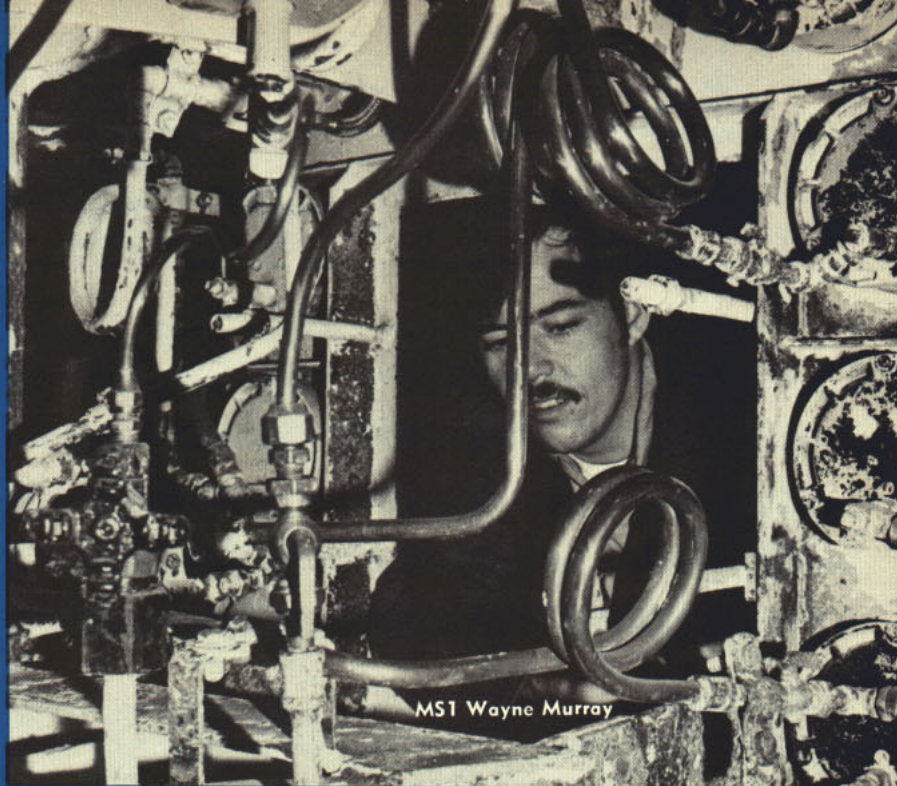
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JOC Byron Whitehead

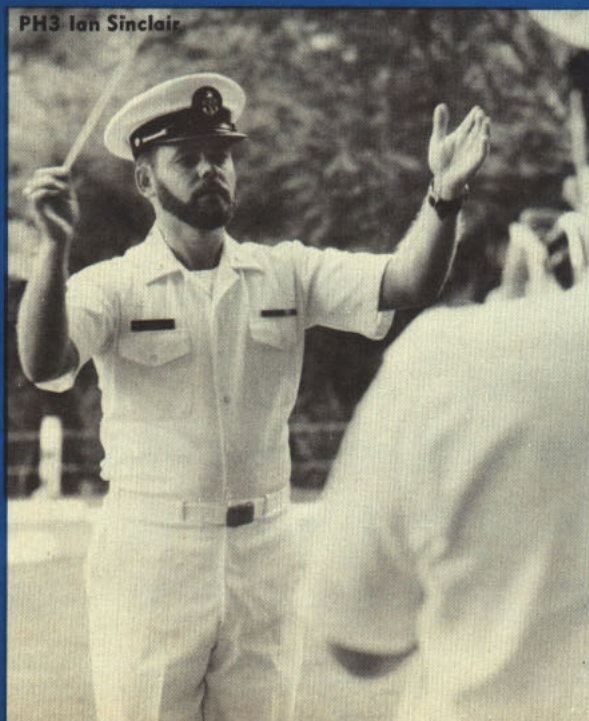


PH2 P. S. Burns

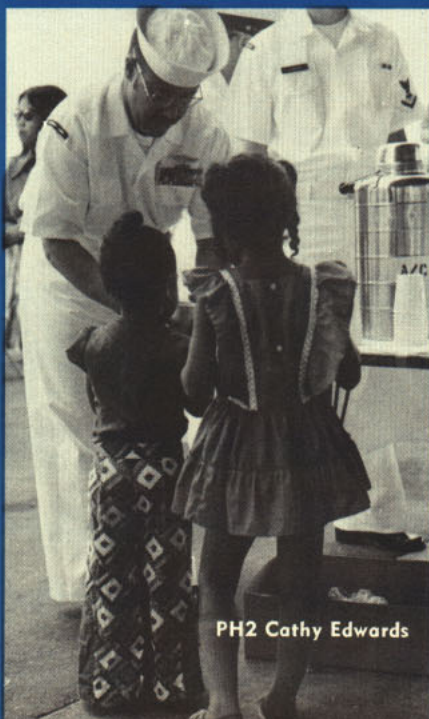


MS1 Wayne Murray

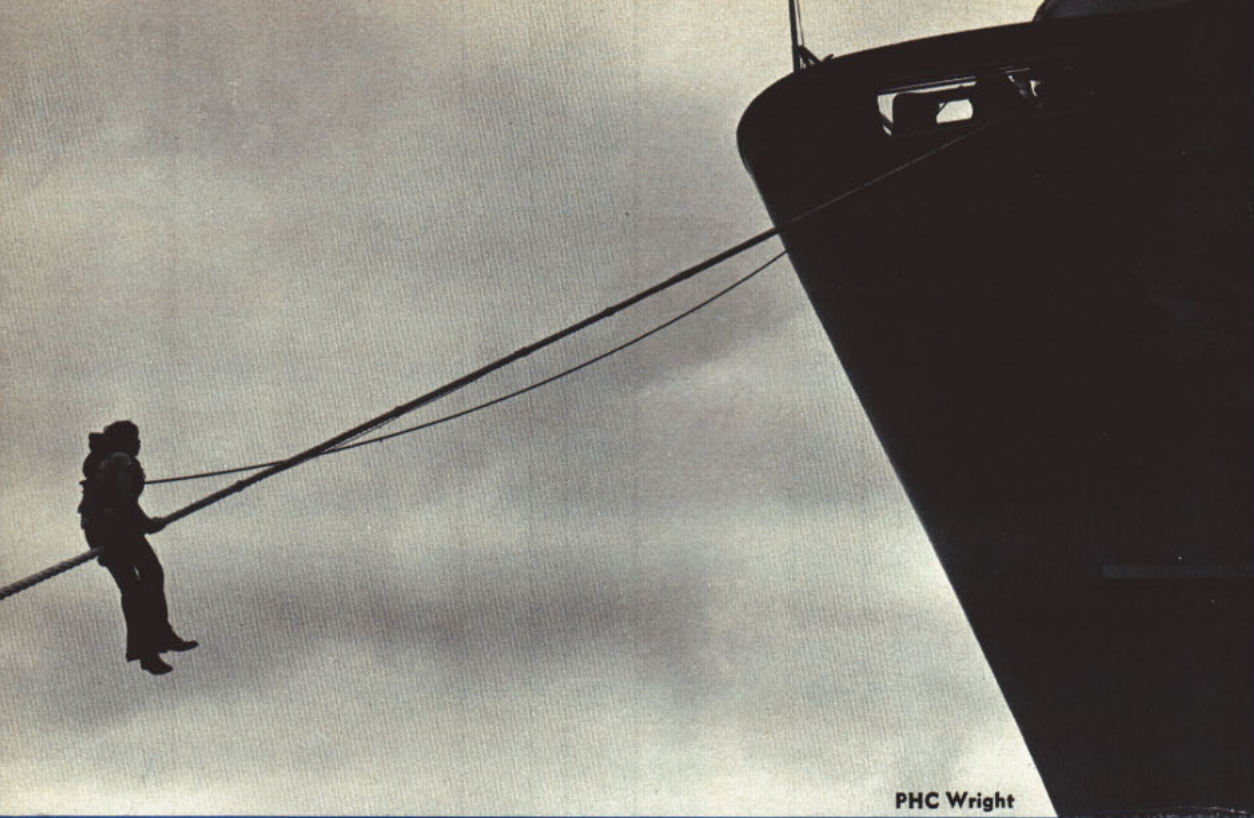
*In still other areas, Navy mess management people busied themselves with preparation of the day's menu, quartermasters plotted ships' courses, musicians performed, Navy medical personnel attended the many needs of all their patients and Navy planners met to discuss policies, procedures, etc.*



PH3 Ian Sinclair



PH2 Cathy Edwards



PHC Wright



PH2 John Kristoffersen



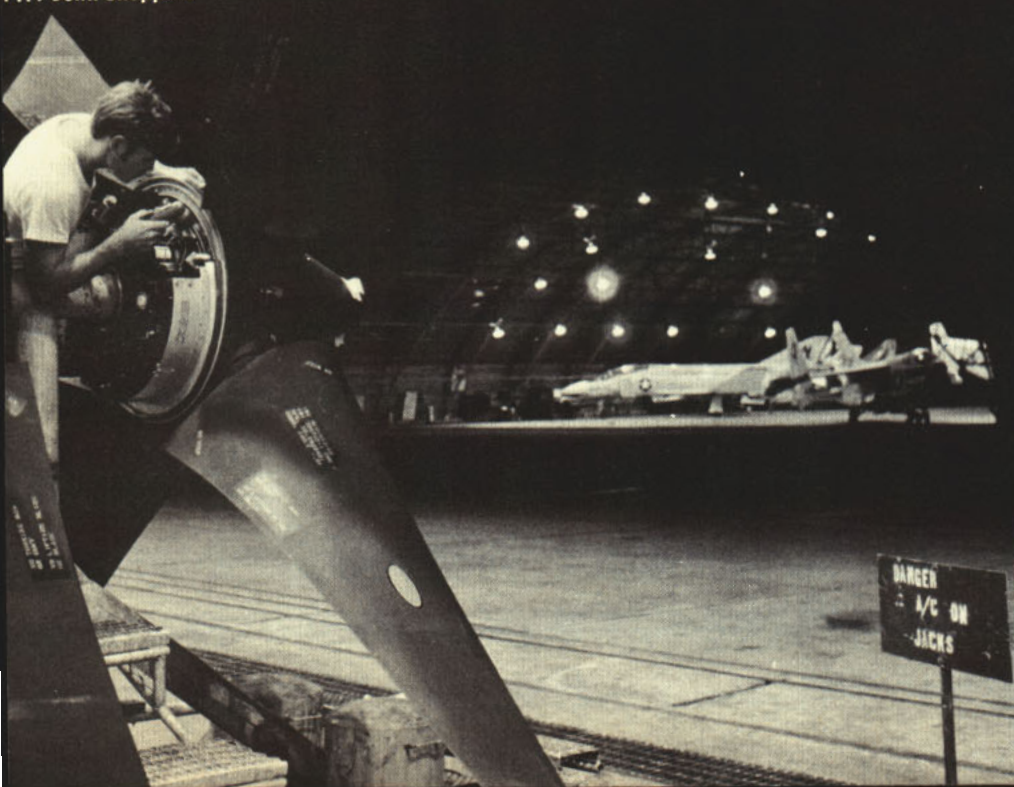
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*When the Navy decided to have its photographers snap the shutter on events at 1800 GMT, 14 Feb 1975, it was on the premise that the resultant collection of photographs would be used to prepare a record of this day for all time. For the most part, this is a pictorial account of people "doing their thing," with glimpses of the equipment and hardware which make today's Navy one of the most respected in the world.*

*There is no denying that the U. S. Navy continues to build on proud traditions established by its forefathers such as John Paul Jones.*

*It is hoped that this portrayal of the Navy in 1975 will be as cherished as the deeds of those brave men and women who have dedicated themselves to raising the Navy to its lofty position in the world today. It is also hoped that the Navy will continue to be blessed with "fair winds and following seas" in the years ahead.*

PH1 John Sheppard



# HISTORY of the CORPS

Since that eventful day when the Continental Congress hastened to outfit two frigates for the protection of our coast, many men have gone "down to the sea in ships." Not all aspired to be masters of their vessels; many preferred to serve their country as a specialist in their own chosen field.

Ministers, pursers, surgeons and engineers all found a home in the Navy. In the beginning they had no separate identity, only an awareness that what they were doing was vital to the preservation of our nation's freedom. Slowly their jobs became more complex, the demands overwhelming. The Navy Department and Congress soon realized the important role these specialists were performing and began to incorporate their usefulness into specialty corps.

The ministers became the Chaplain Corps; pursers, the Supply Corps; surgeons, the Medical Corps; and engineers, the Civil Engineer Corps. Today four more specialties—Nurse Corps, Dental Corps, Medical Service Corps and Judge Advocate General Corps—combine to make the Navy team one of complete service both to its members and the nation.

The histories of these corps together provide a stirring account of men and women who contributed to make the organizations of which they were a part a strong branch of an even stronger tree. Their accomplishments are part of today's Proud Tradition.

## Medical Corps

When men first went to sea there was no system of providing medical assistance for the ill and injured. These first vessels seldom ventured far from shore and had little if any space for care of the wounded.

When large ships were built and sails were rigged to supplement or replace oarsmen as a means of propulsion, longer voyages became possible. Ships were able to remain at sea for days, weeks or even months before putting into port. More self-sufficiency became necessary and, eventually, someone trained in the art of medicine became an integrated member of the ships' companies.

It is known that the ancients, among seafaring na-

tions, provided medical services ashore and afloat. The Phoenicians, Greeks and Romans were among those peoples who often designated certain vessels as hospital ships. The larger ships carried one or more medical men and assistants.

While our founding fathers were debating whether or not to institute a Navy, medical men were already sailing in American ships. Early Navy physicians served largely without commissions except those issued by the commanding officers of ships to which physicians were attached for a specific cruise.

At this time there were two basic categories of medical men: surgeons, who had established reputations as physicians, some even holding degrees in medicine; and surgeon's mates who had received medical training but were relatively inexperienced. Both surgeons and surgeon's mates were classified as commissioned officers, but were not eligible to take command. Surgeon's mates ranked below surgeons but above warrant officers.

In 1798 the Marine Hospital Fund was established. A payment of 20 cents per month by every person in the naval service went towards the fund. However, the fund could not at that time be applied to the maintenance of naval hospitals since none existed. One year later Congress attempted to provide a physician general, a suitable number of hospital surgeons and a suitable number of surgeon's mates for both the Army and Navy. These individuals were to direct the medical activities of both the services but, because of the impending war with France, the legislation was never passed.

On 26 Feb 1811, Congress approved "An Act establishing Navy Hospitals." This act directed that the money collected from naval personnel should be paid to the Secretaries of the Navy, the Treasury and the Army, who were to become Commissioners of Navy Hospitals. This fund, together with the unexpended balance of the Marine Hospital Fund, was to establish a permanent revolving fund for Navy hospitals. Later this fund was to be known as the Naval Hospital Fund.

The commissioners were required to choose suitable sites for the building of hospitals and then to erect buildings upon these sites. Ten years lapsed before the first site was chosen at Washington, D. C., in 1821. This was followed by the purchase of other sites: Chelsea, Mass. (1823); Brooklyn, N. Y. (1824); Philadelphia, Pa. (1826); and at Norfolk, Va. (1827). Early in 1827 construction of the first naval hospital at Norfolk and the naval asylum at Philadelphia began.

Professional qualifications and a regulated system of medical appointments were established by Congress in 1828. This act provided that "no person shall receive the appointment of assistant surgeon in the Navy of the United States, unless he shall have been examined and approved by a Board of naval surgeons, who shall be designated for that purpose by the Secretary of the Navy Department."

Introduction of the bureau system and establishment of the Bureau of Medicine and Surgery in 1842 contributed much to the development and efficiency of the Medical Department. Increased quantities and improved quality of medical equipment and supplies were soon made available, and the growth and organization of the Medical Corps received a considerable impetus. Well equipped hospitals had been constructed at Nor-



William P. C. Barton, M.D., Surgeon, U. S. Navy, Chief of Bureau of Medicine and Surgery, 1842-1844.

folk, Philadelphia, Boston and Brooklyn. The construction of steamships in that decade stimulated new thought for better ventilation and more space in living quarters and in sick bay.

Surgeon William P. Barton, who entered the Navy in 1809, was selected as the first Chief, Bureau of Medicine and Surgery. The total staff of the bureau consisted of five individuals: Dr. Barton, an assistant surgeon and three civilians—two clerks and a messenger.

During the Civil War a number of medical officers resigned and many served in the Confederate States' Navy; the United States Navy's Medical Department expanded during this period. The first hospital ship actually commissioned as such by the Union Navy came on the scene in 1862. This was *Red Rover*, a sidewheeler captured from Confederates and converted for service as a hospital ship. On this ship volunteer female nurses served, the first to serve on a ship of the Navy.

The Civil War took a heavy toll in lives, the lifesaving efforts of the Navy's doctors notwithstanding. All told, 33 Navy surgeons were killed during the conflict.

After the war there was the normal reaction to disarm and reduce the size of the military forces. Many ships were scrapped and the number of personnel declined.

On 3 Mar 1871, Congress reacted to the growing sentiment for better care of our fighting men and enacted the Appropriations Act which established the Medical Corps as a separate entity and a staff corps of the Navy. The Act also provided that the chief of the Bureau of Medicine and Surgery would have the title of Surgeon General and relative rank of commodore.

It was not until 1883 when Uniform Regulations officially specified any Medical Corps device. Uniform Regulations that year described the Medical Corps device as "... a spread oak leaf embroidered in dead gold, with an acorn embroidered in silver upon it." While some have considered the device symbolic of strength and virility associated with the sturdy oak tree, the most frequently accepted origin of the device is related to the druids, a religious sect in pre-Roman Gaul and Britain. Druids presumably gathered in forests and adopted the oak leaf as a symbol of identification.

That same year a Museum of Naval Hygiene was founded in Washington, D. C., for the display of subjects of medical significance selected by the office of the Surgeon General. In 1902 the museum was merged

with, and retitled as, the Naval Medical School.

The 20th Century opened a new field in naval medicine and added a brilliant chapter to the annals of the Medical Department. Dr. P. M. Rixey was chosen Surgeon General in 1902, a choice that proved fortunate for the Navy. Dr. Rixey established the Naval Medical School, enabling new medical officers to receive instruction in the subjects belonging peculiarly to naval medicine. He also established a policy of placing men of long service and eminent abilities to head the school.

Dr. Rixey was a close friend of President William McKinley and his successor, Theodore Roosevelt. He had been the White House physician and was one of the physicians who attended President McKinley when he was fatally shot.

Dr. Rixey continued to nurture his friendship with President Roosevelt and soon became one of his trusted advisers. Roosevelt was himself a strong advocate of a large Navy and the two men often saw eye to eye on naval matters.

In addition to expanding Medical Department facilities, Rixey instituted a program of postgraduate training and specialization for officers of the Medical Corps and the first training school for the Hospital Corps. His efforts and personal prestige also contributed greatly to the successful culmination of the long struggle to create a Nurse Corps; he tried repeatedly to establish a Dental Corps but met with failure in Congress.

The impending threat of war moved Congress to act, resulting in the overall Expansion Act of 1916. This act made possible the reorganization and expansion in all Medical Department personnel programs by removing fixed statutory limitations. By this law the strength of the Medical Corps was to be based on a ratio predicated on the combined strength of the Navy and Marine Corps. The same legislation created the rank of rear admiral in the corps and extended authority to commanding officers of naval hospitals and ships to convene court-martial boards.

At the outbreak of World War I, the Bureau of

**Specialized surgery is available to military personnel in modern medical facilities.**



# Medical Corps

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Medicine and Surgery proposed a program involving both emergency and permanent expansion of hospital facilities, and requested over \$3 million for that purpose. However, Congress did not feel such expenditures were justified at that time. Ultimately, the appropriation was granted but limited to temporary structures only. This restriction required the Surgeon General to hold in abeyance permanent plans for expanding hospital facilities. However, sufficient funds were made available to build the Navy's largest and most modern hospital, San Diego, Calif., in 1919.

After the war, postgraduate work in the medical and surgical specialties was encouraged. The problems of the clinician were also given special attention. Such modern diagnostic aids as the electrocardiograph, basal metabolism equipment and other scientific evolvments of diagnostic value were installed in all major Medical Department facilities.

An outstanding achievement of the corps during the lull between the wars was the high degree of treatment afforded retired personnel. Beginning in 1921, when the first few veteran patients were admitted to naval hospitals, until the outbreak of World War II, the number of such patients increased from month to month.

By then, the Navy had taken to the air and with this development had come new medical problems. To meet these the bureau established a course of aviation medicine at the U. S. Naval Medical School in 1921 and instituted a broad research program in collaboration with the Army Aero-Medical Research Laboratory at Wright Field, Dayton, Ohio. In 1939 the Naval School of Aviation Medicine and Research Center at Pensacola, Fla., was set up—it became official several years later. This project gave considerable impetus to the practice of aviation medicine in the Navy.

About this same time, research and many practical experiments were being conducted in all aspects of submarine medicine. One of the early significant accomplishments in this field was the development of the submarine escape training tank. New adaptation tests to facilitate examination and selection of submarine personnel were also devised.

Although much progress was made during the years between the wars, the war itself made demands on corps personnel that were unparalleled in history. The achievements of military medicine during this conflict are legion. At the beginning of World War II, the Medical Department had less than 13,000 persons; in 1945, at the peak of expansion, it included 169,225 men and women. At the time of the Japanese attack on Pearl Harbor there were 18 naval hospitals in the continental limits of the United States. By August 1945 there were 56 established continental naval hospitals, 12 hospital ships, 12 fleet hospitals, 16 base hospitals and a large number of dispensaries.

Once the war effort gained momentum and the enemy had been checked, it became possible to inaugurate more effective provisions for hospitalization and care of the sick and injured. The first field tests of the mobile hospital units conducted in the early stages of mobilization disclosed defects that were readily corrected. Later, under actual war conditions, the value of these

innovations in field medical service was firmly established.

The number of casualties from malaria and jungle infections reported in the primary phases of the Pacific campaigns were in appalling ratio to battle casualties. Health information was inadequate for the most part, so that no accurate picture of the diseases prevalent in an area was available. The intensity of malaria infection was underestimated, very little information was available regarding scrub typhus. Consequently, a concerned and intensive effort to devise necessary measures to conquer these devastating military hazards was originated and assigned top priority. From these studies evolved the malaria and epidemic control units, the predecessors of today's environmental preventive medicine units.

Another important task confronting Medical Corps members at this time was the rehabilitation of the disabled. To meet this responsibility the Surgeon General initiated a broad rehabilitation program that contributed materially to the favorable vital statistics attained by corps members. The individual patient found physically or mentally incapacitated for further military duties received maximum necessary adjustments in advance of his discharge to enable him to secure gainful employment.

After the war, several important changes affected the Medical Corps officer: reorganization of the Bureau of Medicine and Surgery; passage of several laws aimed at raising the quality of medical care in the armed forces; and the establishment of the Department of Defense and the Armed Forces Medical Policy Council.

With the outbreak of hostilities in Korea, the Medical Corps was once again faced with building its ranks to meet the needs of war. Because the United States entered the war as part of a United Nations force, corps members found themselves treating not only American casualties but foreign as well.

Following that conflict, the Medical Corps continued to expand to meet the need for increased services. Use of helicopters to transport battlefield casualties was refined for invaluable use later, during the Vietnam conflict.

Today nearly 4000 Medical Corps officers care for the needs of Navy and Marine Corps members and their families.

Looking toward tomorrow, Medical Corps members will be venturing into both inner and outer space with Navymen to keep them healthy and to make life more enjoyable for all.

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# Supply Corps

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Although the Supply Corps' formal history begins in 1795, the tradition of seagoing officers specially trained to manage the business affairs of the ship dates back to the 11th Century, when British agents, called clerks, were responsible for the entire fitting out of vessels in the service of the king.

These clerks were held in low repute by the crews they served, who often felt they were being cheated

in the purchase of necessary items. Such terms as "purser's shirts," meaning a loose, poorly fitting garment, and "purser's candles," meaning the smallest possible candle, are occasionally heard in the British Navy even today.

Although modeled on the British clerk, the early American "supercargos" or pursers were considerably more honest—or at least they had better reputations. The American Navy never had to require its pursers to whistle continuously while inventorying provisions to prove they were not eating the raisins which belonged in the pudding.

But pursers aboard American fighting ships in the 18th Century hardly needed to settle for raisins. The law "limited" his profits on sales of personal items for the crew to a 50 per cent markup. Items of secondary necessity brought a tidy 25 per cent, while "slops"—clothing and small stores—netted 10 per cent.

The percentage profit system had begun when the owners of private vessels put a man they could trust aboard to look after the monetary interests of the ship. By making it in the purser's interest to cut down on expenses, the owners turned a higher profit. Naturally, the more successful the voyage, the greater amount the purser made.

When the Naval Armament Act of 1794 was passed, it authorized one purser for each of the new ships. He was to be a warrant officer and responsible for feeding, paying and selling clothing and small stores to the crew. He was paid \$40 a month and allowed two rations a day.

The Supply Corps was officially born in 1795, when Congress established a Purveyor of Public Supplies, thus instituting Navy procurement and supply ashore. Tench Francis and Israel Whalen, the first and second occupants of the position respectively, were essentially purchasing agents, responsible for procuring and providing naval stores, as well as "generally all articles of supply requisite for the service of the United States." Eventually, their responsibilities were taken over by what is the Naval Supply Systems Command today.

As the demands of the Navy increased, it became necessary to appoint additional civilian administrators

for Navy supply, and in 1798 the office of Accountant of the Navy was created. Pursers' responsibilities increased too—they were required to have a speaking knowledge of French and Spanish, to conduct business with foreign merchants, and to submit their records for regular audit by the Treasury department.

Pursers were not expected to engage in combat, and were given battle responsibilities below deck in the Navy's early years. But as one chief gunner wrote in the 19th Century, "for some years they have been very much the combatants, in active participation with pistol, sword and cannon, in assisting their brethren-in-arms of the line."

Despite this reference to "brethren-in-arms," pursers faced a long, uphill fight to achieve equality with officers of the line, and much of their early history involves attempts to be treated equally. One goal was reached in 1810, when pursers were given status of commissioned officers. Along with this went additional responsibilities: to keep a record of ammunition ordered and expended, and a muster of the officers aboard his ship.

In 1818, pursers were authorized shore duty for the first time, when "Pursers of the Yard" were appointed at Navy shipyards. As at sea, their primary responsibilities were to pay and feed all the officers and men, as well as mechanics and laborers. They were allowed to choose naval storekeepers to assist them.

The question of relative rank of pursers came up in 1833, when Navy Department regulations placed them below lieutenants (jg). But at the insistence of a group of line captains, they were ranked with lieutenants. There the rank issue remained until 1857, when further revisions ranked pursers of over 12 years' service with commanders, and those of fewer years with lieutenants.

With the Navy reorganization of 1842, pursers gained status, by having a "home" of their own for the first time. Criticism of the Board of Naval Commissioners, which had run the Navy since 1815, led to the establishment of a Bureau system in the Department. One of the five new Bureaus was that of Provisions and Clothing.

It was charged with handling "all provisions of every sort, whether solid or liquid; all clothing of every sort; all labor employed thereon; all contracts and accounts relating thereto." Thus, after 47 years of service, the supply organization of the Navy finally became an entity of its own right. Ironically, a civilian was appointed to head the Bureau; he was the only non-officer to head one of the five new Bureaus.

Congress debated compensation for pursers in 1842, then passed legislation that provided for a standard pay scale to replace their former rations, allowances and pay. They received between \$1500 and \$3500 a year—depending upon the size of their ship. Previously, they had been paid \$480 a year exclusive of rations, but the law allowed them to make a profit of from 10 to 50 per cent on goods sold to the crew.

Just before and during the Civil War, a series of events led to greater status for the pursers. In 1858, their titles were officially changed to paymasters, in recognition of their duty as Navy pay officers. And in 1861, Congress provided that appointments to the Corps of Paymasters could be made only from the list of assistant paymasters. Then, in 1862, legislation required

Pursers were hired to look after monetary interests aboard ship.



# Supply Corps

that the head of the Bureau of Provisions and Clothing be a paymaster. Finally, a separate Pay Corps was established in 1870, and its head was termed paymaster-general.

More important than changes in their titles was the growth of paymasters' responsibilities in the decades after the Civil War. The experiences of the war made it clear that the system of making purchases ashore through civilian Navy agents, a system established in 1776, led to abuses. Hence, in 1865 the Navy agents were discontinued. Their duties devolved on the paymasters who were now charged with the complete responsibility for supplying the Navy ashore as well as afloat. Before 1886, each bureau maintained complete control over its own purchases and their storage and issuance. This resulted in duplication and a Navy inventory far in excess of needs.

This problem was met with the establishment of the general storehouse system in 1886. Stocks were consolidated under one general storekeeper at each Navy yard and station. Aboard ship, stock was consolidated in a single supply department managed by a paymaster. While these steps made for more efficient administration, they also increased the responsibilities of the Pay Corps officers. Shortly thereafter the Navy created the Navy stock fund, an appropriation that is used to purchase items of standard Navy stock, with each bureau being charged for an item when it was issued. Responsibility for administering the stock fund was given to the Pay Corps.

At the time the general stores system was introduced ashore, and shortly thereafter afloat, the Navy felt the need to reorganize its financial system to match its supply system. All accounting data was to be kept in the Bureau of Provisions and Clothing, thus ending the previous fragmentation and making it possible to determine the total value of Navy Property and the expense of maintaining it. Property and appropriation accounting concepts were introduced by Paymaster Albert S. Kenney. Thus the officers of the Pay Corps became the accountants for the Navy in much the same fashion that they had become its storekeepers. And with its increased responsibilities, the Bureau of Provisions and Clothing was renamed the Bureau of Supplies and Accounts in 1892.

Aboard ship, a variety of revolutions were taking place as the 19th Century ended. Foremost among these was the end of the berth-deck messing situation, and the introduction—under the leadership of Pay Corps officers—of the general messing system. The serving of all the crew in a common mess, introduced by Paymaster John S. Carpenter aboard USS *Texas*, led to better food, improved morale, and distinctly more healthful conditions at mealtime. In 1901 the paymaster replaced the executive officer as the officer in charge of the crew's messing, and took over total responsibility for purchasing, storing, issuing, preparing, and serving the food.

The ship's store was inaugurated aboard USS *Indiana* in 1896, which at first sold only beer and used the profits to buy additional food for the mess. But the sale of beer created a storm of criticism among officers who

feared a decline in discipline and efficiency.

The ship's store flourished not so much on the sale of beer as on such personal articles as towels, soap, candy and tobacco. Great variation among stores in merchandise, pricing, and quality of goods led the Navy in 1915 to issue regulations on these subjects. Profits from the stores were set aside to be used for the crew's morale and welfare activities, and the pay officer was given management control over the stores.

The development of underway replenishment, first demonstrated in the War of Tripoli, received impetus in the Spanish-American War. Supplying Dewey's ships in the Philippines was a significant challenge to members of the Pay Corps, but the logistics difficulties were met through regularly scheduled supply ships, including refrigerated ships, loaded on the west coast.

A few years later, the famous cruise around the world by the Atlantic Fleet helped refine the mobile supply system. One of the most significant developments during the cruise was the initial widespread use of "ration-dense" foods—items which store in limited space but can be reconstituted to make tasty, nourishing meals. These included dried milk and eggs and dehydrated vegetables.

At the beginning of the 20th Century, Pay Corps officers initiated programs which proved to be prototypes for the other military services and the entire Government. Paymaster F. T. Arms wrote the first Navy cookbook in 1902, a significant contribution to standardizing meals aboard various ships. The only previous military cookbook had contained such advice as: "The presence of wormholes in coffee should not occasion its rejection . . . since they generally indicate age, weigh nothing, and disappear when the coffee is ground."

An equally important step forward was the publishing of the Navy Standard Stock Catalog by Paymaster T. H. Hicks in 1914. By giving a standard stock number

Disbursing officer aboard a Navy ship.



to every item used by the Navy, inventory record-keeping, stock accounting and stock ordering were vastly simplified. Soon thereafter, the government initiated plans for a Federal Standard Stock Catalog along the lines of the Navy's.

The first true cost accounting system was adopted by the Navy in 1909. It was largely developed by Paymaster Charles Conard and played an important role in enabling the Navy to keep adequate control over its vast capital resources.

The final step giving pay officers full equality with line officers was taken by the Secretary of the Navy in 1918. In a general order he wrote: "the uniform of any given rank in the Navy shall be identical in every respect throughout except for the necessary distinguishing corps devices; and every officer in the Navy shall be designated and addressed by the title of his rank without any discrimination whatever."

The title supply officer was authorized in 1913 for any pay officer appointed head of a supply department ashore. A few years later the change was extended to include afloat supply departments, and then to all Pay Corps officers. In 1919 the present organization designation of Navy Supply Corps was adopted.

Increasing demands upon Supply Corps officers between the wars pointed up the need for additional specialized training. The first comprehensive Navy Finance and Supply School was created in Philadelphia in 1934, and was for a time operational at Harvard University. Today every Supply Corps officer receives, in addition to precommissioning training, a 26-week course at the Navy Supply Corps School, Athens, Ga. There he is trained in basic Navy supply procedures. But he also receives instruction in a wide range of sophisticated management techniques, including automatic data processing. In addition, over 25 per cent of corps officers hold advanced degrees, many of them masters of business administration from the nation's leading business schools.

The Supply Corps officers' specialized training proved of significant benefit when World War II broke out. The attack on Pearl Harbor touched off what was to be a battle of supplying lines in both the Atlantic and Pacific. From a relatively small-scale decentralized operation, the Supply Corps faced a sudden transition to a centralized operation supporting the Fleet, the Navy's air arm and shore installations worldwide. Supply facilities sprang up all over the world to sustain combat units.

The most recent organizational change important to the Supply Corps occurred in 1966 when, as a result of the Navy Department reorganization of 1 May, the Bureau of Supplies and Accounts was renamed the Naval Supply Systems Command. The last chief of the bureau became the first commander of the new organization and also chief of Supply Corps.

Today over 6000 men and women wear the oak leaf device of the Naval Supply Corps. Stationed around the globe, these important members of the Navy team can be found buying petroleum in Bahrain or operating the Naval Academy Dairy Farm at Gambrills, Md.

Regardless of where they serve, the Supply Corps officers' basic responsibility is to ensure the logistic support of the operating forces. This responsibility is succinctly expressed by their motto, "Ready for Sea."

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# Chaplain Corps

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Navy chaplains are qualified ministers, priests and rabbis representing their respective faiths to the thousands of men and women in today's Navy, Marine Corps and Coast Guard.

The history of the Navy Chaplain Corps can be traced back to the beginnings of our Navy. The Continental Congress adopted the second article of Navy Regulations on 28 Nov 1775, which provided for divine services aboard ships.

The article reads: "The commanders of the ships of



William Balch, Navy chaplain, 1799-1801.

the Thirteen United Colonies are to take care that divine services be performed twice a day on board, and a sermon preached on Sunday, unless bad weather or other extraordinary accidents prevent."

The ministry of a Navy chaplain is very demanding. It is a ministry of spiritual leadership, religious and personal counseling, individual and group programs, and much more. Many facets of this military ministry bear a close resemblance to civilian ministries. Others are shaped by the rigors and disciplines of the naval service.

The first chaplain known to have served in the Continental Navy was the Reverend Benjamin Balch, a man who believed in freedom, and fought alongside his comrades. A Harvard graduate, Balch was one of the Minutemen at the Battle of Lexington. Later, he reported aboard the frigate *Alliance* for duty.

In 1781, *Alliance* captured two British vessels off Halifax and Balch's deeds were recorded as such: "The peril the ship was in brought out the desperate courage of every man on board the *Alliance*, the 'cloth' being no exception. Reverend Benjamin, armed *cap-a-pie*, was seen in the midst of the fray."

Thereafter he is said to have become known on the ship as the "fighting parson." His son, Thomas, was also in the fight, and when father and son met afterwards, it was with an embrace and with the words, "Thank God, my son."

One of Reverend Balch's 12 children, William, also took up the cross and was the first chaplain known to receive a commission in the United States Navy. His commission was signed by President John Adams and

# Chaplain Corps

he served, starting in 1799, in the vessels *Congress* and *Chesapeake*.

Long before William received his commission, some farsighted naval leaders saw the need for chaplains. John Paul Jones, recognizing the importance of chaplains aboard ship, wrote to naval authorities in 1778 seeking to obtain chaplains for the ships *Ranger* and *Bon Homme Richard*.

The letter, addressed to Henry Grand in Paris, states, "In the selection of a chaplain the following qualifications are deemed requisite:

"I could wish him to be a man of reading and of letters who understands, speaks and writes the French and English with elegance and propriety . . . whose sanctity of manners and happy natural principles would diffuse unanimity and cheerfulness thro' the ship.

"And if to these essentials are added the talent of writing fast and in fair characters, such a man would necessarily be worthy of the highest confidence and might, therefore, assure himself of my esteem and friendship. He should always have a place at my table, the regulation whereof would be entirely under his direction."

No record exists as to whether Jones was successful in finding chaplains for his ships.

Service to others and courage in the face of overwhelming odds have always been a hallmark with the corps. The word chaplain was originally the French "chapelain," or the officer appointed to watch over the sacred cloak. This dates back to medieval France and the legend of Saint Martin of Tours (336-400 A.D.) dividing his heavy cloak and sharing it with a beggar he found shivering one cold winter night at the gates of the city of Amiens. Martin became the patron saint of France; his half-cloak was kept as a sacred relic and was often carried into battle by the French kings, particularly Charlemagne.

Until the government established the Naval Academy at Annapolis, Md., in 1845, the main burden of the chaplains was to prepare junior officers for their future duties. The Secretary of the Navy expected them to be schoolteachers. On 4 May 1818, he wrote to the commanding officer of *Guerriere* saying:

"You will be pleased to select a Gentleman possessing the necessary qualifications to officiate as chaplain and instruct the junior officers in the theory of their profession."

The commanding officer preferred a schoolteacher to a chaplain and requested permission to appoint a Mr. Bonfils.

On 24 June the Secretary replied: ". . . the Department declines sanctioning such an appointment. It is the duty of the Chaplains on board our public Vessels, under the direction of their respective commanders, to take charge of the education of the Junior officers."

Chaplain Robert Thompson, in the early part of the last century, established an academy for midshipmen at the Washington Navy Yard. Laboring under often inadequate conditions, Secretary of the Navy Robert Smith realized the worth of Chaplain Thompson's academy and ordered him ". . . to remain at the Seat of Government for the purpose of attending to the

education of such officers of the Navy as may from time to time apply to you for instruction in Mathematics or in Navigation."

Still it was the job of other chaplains to conduct classes aboard ship. Twenty-one-year-old Chaplain Charles Folsom, aboard *Washington* in 1816, was in charge of a small group of midshipmen. One midshipman, age 15, caught the chaplain's eye and in Folsom's words ". . . had been almost from infancy in the naval service." That young man was David Farragut.

In later years Farragut was quick to acknowledge the efforts of the "young Yankee parson" and those months spent at Tunis studying French, Italian, English literature and mathematics.

Living conditions aboard the old sailing ships were hard. The unbalanced diet often gave rise to scurvy. The public conscience of the first decades of the 19th Century permitted such practices as flogging.

The history of flogging in the American Navy has some gruesome chapters. While the Naval Act of 1799 forbade a captain to inflict more than 12 lashes for any one offense, a tyrant could easily circumvent the law by charging a man with several offenses. There were 46 instances between 1808 and 1814 when 100 and more lashes were authorized, including six cases of 300 lashes each.

Chaplains wrote letters to influential individuals condemning use of the lash and preached sermons against its abuse until it was finally outlawed on 28 Sep 1850.

Two naval chaplains accompanied Commodore Matthew Perry on his expedition to Japan in 1853 and again in 1854. They were Chaplains Edmund C. Bittinger, aboard *Susquehanna*, and George Jones, aboard *Mississippi*.

Chaplain Bittinger, on 14 Mar 1854, decided he wanted to explore more than the coastal area of Japan where Perry had landed. To the chagrin of Commodore Perry and the dismay of the Japanese ambassador, Bittinger set off for the interior without an interpreter. Perry had to send messengers to force Bittinger to return.

Still later, when a Marine aboard *Mississippi* died, Perry requested permission of the Japanese authorities to purchase land for an American cemetery. After considerable discussion, and much reluctance, the Japanese finally consented.

Jones, as chaplain for *Mississippi* and the senior chaplain for the expedition, was responsible for the last rites. He was well aware of the old antipathy of the Japanese at that time toward christianity. Being somewhat apprehensive as to what might happen when conducting christian burial services ashore, Jones appealed to Perry for instruction. "Do exactly as you always do on such occasions," advised the commodore, "no more, no less."

With the shelling of Fort Sumter in 1861, came the beginning of the Civil War. Twenty-four chaplains were serving in the Navy at the outbreak of hostilities. One of these, Chaplain John Lenhart, was the first to die as a result of enemy action. Lenhart was on board *Cumberland* when she was rammed and sunk by the CSS *Virginia* (formerly *Merrimack*) at Hampton Roads on 8 Mar 1862. The Confederacy was likewise comprised of God-fearing men and had chaplains serving in its ships.

What can be considered the end of an era and the beginning of another for the corps occurred on 17 Jul 1862, when Congress passed "An Act for the better Government of the Navy of the United States." Article 2 of this Act, referring to Divine Service, made no mention of compulsory attendance or to daily morning and evening prayers aboard ship.

Now the burden was shifted to each individual chaplain for maintaining attendance at church. Men who entered the Navy from nonchurch homes were no longer required to attend Divine Service. It became the chaplain's duty to reach them by the persuasive power of religion projecting itself through a friendly personality. This change was in keeping with the constitutional provision of freedom of religion.

Also at this time, a growing number of Roman Catholics were joining the Navy. However, it was not until 1888 that a priest became a Navy chaplain.

One of the most effective organizations for administering to the spiritual needs of naval members at this time was the Navy Young Men's Christian Association, a branch of the National Council YMCA. The YMCA was concerned with the welfare of the men in service during the Civil War and took a leading part in the organization of the United States Christian Commission. When the Spanish-American War broke out in 1898, the "Y" again became active in administering to the men in uniform. Out of this conflict came the Navy and Army YMCA, an organization which during the next 40 years established branches in China, the Philippines, the Canal Zone, at military posts and in the leading naval port cities of the United States.

A great change took place in the attitude of Navy chaplains toward their work during the period 1901-1916. These years can be remembered as a time of reform for the corps. One by one, a number of annoying discriminations were removed either by Act of Congress or Navy Department fiat.

Along with the granting of an increase in pay, the establishment of a ratio basis to fix the quota of chaplains and the modification of certain uniform regulations, came a new policy in their selection and promotion. These combined reforms did much to elevate the dignity and improve the efficiency of the corps.

The Chaplain Corps reached full maturity during the First World War. At the outbreak of hostilities, 40 chaplains were serving on active duty. Four chaplains, while serving with the Marine Corps in France, were

awarded Navy Crosses for their heroic deeds. Also at this time, the first Chief of the Chaplain Corps, John B. Frazier, was appointed.

Since the conclusion of the "war to end wars," the number of Navy chaplains has grown to where now more than 1500 active duty and Reserve chaplains serve the spiritual and moral needs of Navy members. From Iwo Jima to Khe Sanh, from the Mediterranean to the South China Seas, chaplains have upheld the highest traditions both as religious and naval leaders. In the recent Vietnamese experience, 70 per cent of all active duty Navy chaplains served in country or off-shore. Awards for heroism and dedication to duty numbered over 200. Three Navy chaplains gave their lives while fulfilling their ministry in Vietnam and one of these, Father Vincent J. Capodanno, was posthumously awarded the Medal of Honor.

Navy chaplains today come from 61 denominations which include 94 per cent of the total population in America; there are three women chaplains and several are Naval Academy graduates.

The Chaplain Corps has grown, just as the Navy has grown, since Benjamin Balch first conducted services aboard an American naval vessel. Chaplains share with other naval officers all the difficulties and compensations of seafaring life. Chaplains stand ready to promote the spiritual, religious, moral, corporate and personal well-being of personnel of the Navy, U. S. Marine Corps, U. S. Coast Guard, U. S. Merchant Marine, dependents and other authorized persons by providing the ministries appropriate to their rights and needs.

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## Civil Engineering Corps

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During the country's infancy, the first Secretary of the Navy, Benjamin Stoddert, theorized that the building and repair of Navy ships at private yards and docks would be a continually increasing cost to the government. Accordingly, he purchased suitable land for use as Navy yards where ships could be serviced and repaired.

By the time Thomas Jefferson took office as President, Stoddert had established six Navy yards located at Portsmouth, N. H.; Charlestown, Mass.; Brooklyn, N. Y.; Philadelphia, Pa.; Norfolk, Va., and the newly established capital, Washington.

During this time of relative peace, President Jefferson wanted the 12 frigates the government owned to be placed in an enormous drydock and most of the officers and men discharged. The engineer selected to prepare plans for the drydock was Benjamin H. Latrobe, who was designated Engineer of the Navy Department in 1804.

Latrobe promptly drew up the plans, but Congress took no action.

The War of 1812 served to emphasize the importance of the shore establishment and the need for a more



# Civil Engineering Corps

efficient organization of the Navy Department. The Board of Navy Commissioners was established in 1815 to advise the Secretary on technical and naval problems. This Board remained in existence for 27 years until replaced by the bureau system in 1842.

In the years preceding 1842, the Navy was busy constructing drydocks and building yards. Congress, after much prompting by President John Quincy Adams, directed that a survey and estimates for docks be made by a skillful engineer. For the drydock projects at Boston and Norfolk, the Navy chose Loammi Baldwin. His title was "superintendent of drydocks and inspector of navy yards."

Baldwin's plans for the drydocks were approved and work on them began in 1827. It soon became apparent that he spent a considerable amount of time on the road traveling between Boston and Norfolk; thus he employed a resident engineer to represent him at each yard. The man chosen to handle the Norfolk drydock was William P. S. Sanger.

After work on the Norfolk drydock was completed, Sanger was appointed civil engineer for the Board of Navy Commissioners. When the bureau system was established by Congress, he became the civil engineer authorized for the staff of the first bureau, the Bureau of Navy Yards and Docks. The head of the Board of Navy Commissioners, Captain Lewis Warrington, became the first Chief of the Bureau.

Under the Navy Department Regulation dated 26 Nov 1842, the Bureau of Navy Yards and Docks was responsible for: "The Navy Yard proper, the docks and wharves thereof; all buildings therein or appertaining thereto, including the magazine and hospital buildings; all machinery attached to the yard or ordinarily used in its operation; all vessels in ordinary; all boats, water tanks, hoys, etc., used for the purposes of the yard; all carts or other vehicles; all horses, oxen, used in the yard, and all other labour therein, and belonging to the objects of this Bureau; the police of the yard; all persons belonging to the yard or ordinary; all contracts and all accounts, returns, etc., embracing these objects or such as shall be from time to time assigned to this Bureau."

The four other bureaus established at this time were:

Construction, Equipment and Repairs; Provisions and Clothing; Ordnance and Hydrography; and Medicine and Surgery.

In 1867 Congress passed a law that made the bureau's civil engineer a staff officer. This was the beginning of the Navy Civil Engineer Corps. Four years later Congress provided that civil engineers should be given such rank as the President might fix, and limited their number to 10.

The first five civil engineers to be commissioned under the Act of 1867 included W. Sanger, who was commissioned a captain. The strength of the corps remained fixed at 10 until long after the Civil War because of the lack of naval activity. At the outbreak of the Spanish-American War, the number of civil engineers was increased to 18, with a further increase to 40 on 3 Mar 1903.

At the turn of the century, one of the most famous of the Civil Engineer Corps (CEC) officers, Rear Admiral Robert E. Peary, was making his contributions to the Navy and the world. A pioneer in arctic research, Peary saw the importance of aviation and pushed for its adoption by the Navy. And he also took part in a number of surveys in Nicaragua.

Beginning in April 1907, the Bureau prepared plans and supervised the construction for the Bureau of Medicine and Surgery. The following year, the Secretary approved similar arrangements for Marine Corps construction. On 4 Mar 1911, Congress enacted a law which placed all Navy public works under the Bureau of Yards and Docks. Before that time, projects, other than those at Navy yards and certain designated stations were designed and constructed by the bureau having the cognizance of the facility.

Adopted on 29 Aug 1916, a naval act frequently referred to as the preparedness act, based enrollment in the Naval Civil Engineer Corps upon a percentage of line officers. In 1916 the total number of employees in the bureau was 63; by Armistice Day, 11 Nov 1918, the number had grown to 714.

During World War I, CEC officers constructed 24 aviation facilities in France, England and Ireland. Additionally, oil storage facilities and communication towers were erected at several locations in France. Here at home, training camps, submarine stations, aviation facilities, and permanent storage areas were constructed.

The first major expansion of the Navy after World War I was authorized by the Vinson Bill of 17 May 1938, which provided for an increase of the Navy's aircraft strength to 3000 planes and a 20 per cent increase in ship strength. This bill also directed the Secretary of the Navy to appoint a board to investigate what additional submarine, destroyer, mine and naval air bases would be needed to support the expanded fleet.

After the attack on Pearl Harbor, Admiral Ben Moreell pushed for formation of the Naval Construction Battalions, the famous Seabees. After receiving training in military matters, these military constructionmen were shipped to overseas bases where the threat of enemy action made it injudicious to send civilian contractors. Nearly 300,000 Seabees built more than 400 advance bases in the Pacific and Atlantic before the war ended.



Meanwhile, the CEC, which had numbered 125 officers before the outbreak of the war, swelled to over 10,300 during the next four years. Of these, 97 per cent were Reserves.

Since the end of World War II, CEC officers have participated in two more conflicts, Korea and Vietnam, building and maintaining bases in support of troop operations at home and overseas. With the withdrawal of United States forces from Vietnam in 1973, Civil Engineer Corps officers are heavily committed to the improvement of personnel facilities in support of the All Volunteer Navy; environmental protection; ocean engineering, and the *Trident* program.

On 1 May 1966, as a result of a Navy Department reorganization, the Bureau of Yards and Docks became the Naval Facilities Engineering Command, one of five systems commands under the Chief of Naval Material.

As we approach the second half of the 1970s, CEC officers can look back with pride on their past achievements, and with anticipation for a future even brighter than the past.

## Judge Advocate General's Corps

Although the American Navy was authorized in 1775 and the Department of the Navy established by Act of Congress in 1798, the Navy had no official legal counsel until well into the 19th Century.

Following the establishment of the Navy in 1775, a committee was delegated to prepare a suitable set of regulations to govern the newly created fleet. The rules, drawn mainly from British regulations, were presented to Congress and adopted on 28 Nov 1775.

Colonial sailors fought and lived under the Articles of 1775 until the end of the Revolutionary War and the adoption of the Constitution which formed the United States of America. Under the Constitution, the affairs of the Navy and the Army were placed under the jurisdiction of the Secretary of War. However, his duties were minimal since the last surviving vessel of the Continental Navy was sold in 1785.

In 1794, Congress, faced with the plundering by the Barbary pirates against American shipping in the Mediterranean, voted the construction of six vessels. A peace treaty with the pirates sank the building program for the frigates, but trouble with France a year later led to the commissioning of three ships that are to live in American naval lore for immortality—*United States*, *Constitution* and *Constellation*.

With three ships now in service, the need for governing regulations again rose so that Congress in 1797 adopted for the Navy the earlier British-based Articles

of 1775. These articles, modified from time to time to meet the demands of changing times and conditions, existed as "Articles for the Government of the Navy of the United States" until superseded in 1950 by the present Uniform Code of Military Justice.

Before the Civil War, Navy leaders were obliged to obtain legal advice from whatever sources they could. No legal office existed in the Department of the Navy. The great increase in legal work during the Civil War caused the Secretary of the Navy to seek legal aid.

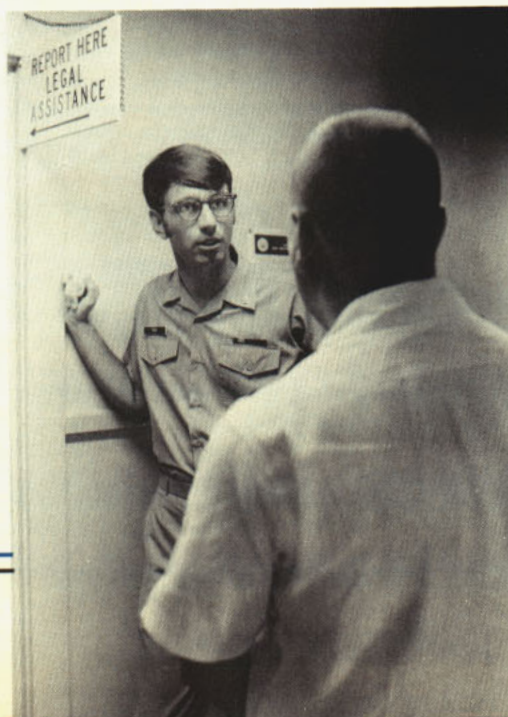
In 1864, because of contract frauds arising under Civil War naval programs, Secretary of the Navy Gideon Welles created the position of Solicitor for the Navy Department. The quickly proven value of the Solicitor's function moved Secretary Welles to request legislative ratification of the new legal office, which Congress did on 2 Mar 1865, establishing the Office of Solicitor and Naval Judge Advocate.

Later, on 8 Jun 1880, the Office of the Judge Advocate General of the Navy was established. This legislation placed upon the Judge Advocate General the duty to "receive, revise and have recorded the proceedings of all courts-martial, courts of inquiry, and boards for the examination of officers for retirement and promotion in the naval service, and to perform such other duties as have heretofore been performed by the Solicitor and Naval Judge Advocate General."

The Judge Advocate General was given cognizance over all legal matters, of whatever kind, that affected the interest of the Navy.

The first JAG was a Marine Corps captain and Civil War veteran, William B. Remey. Upon assuming the post, Remey was advanced to colonel and served for 12 years. His successor was Navy Lieutenant Samuel C. Lemly, a Naval Academy graduate who served a three-year "special duty" tour in the Navy Department. When appointed JAG, Lemly was promoted to the rank

**Facing page: Seabees check building frame. Below: The legal officer assigned to your command can aid or advise you on most legal matters.**



# JAG Corps

of captain and served two and one-half terms through to 1904.

The next 10 men to hold the Office of the Judge Advocate General were Naval Academy graduates who were neither law school-trained nor members of the bar.

Navy lawyers were generally line officers with legal training. Normally, they alternated tours of duty in the Office of the Judge Advocate General with line duty at sea.

In 1945 the Secretary of the Navy convened the McGuire Committee to examine court-martial procedures under the Articles for the Government of the Navy. In its report the committee formally recommended, among other things, establishment of a Judge Advocate General's Corps in which officers would perform legal duties only. Promotion in this Corps was to be predicated on professional competence in the performance of legal duties.

The committee reasoned that combining legal functions with line functions was no longer feasible in an era of increasing technical expertise.

The recommendation of the McGuire Committee for creation of a JAG Corps prompted Secretary of the Navy Forrestal to appoint a board to look further into the question. In 1946 the board reported an increased need for lawyers in the Navy, but recommended the creation of "law specialists" as a category in the restricted line as being more advantageous to the Navy than creation of a JAG Corps. In June of that year the procurement of 300 lawyers was authorized and the Law Specialist Program was implemented.

Originally, it was assumed that law specialists would supplement, not replace, line officers trained in law. The authorization for 300 law specialists was based on this assumption and upon the requirements of a Navy operating under the Articles. Four years later, in 1950, the enactment of the Uniform Code of Military Justice to replace the Articles established new requirements for legal services.

Many of the functions inherent in the court-martial system created by the Code could only be performed by law specialists and not by other officers trained in the law. It soon became apparent that a legal corps was needed to provide the professional services which could not be performed by line officers.

Late in 1967, Congress enacted Public Law 90-179, the bill establishing the JAG Corps as a staff corps of the Navy, and it was soon signed into law by the President.

After passage, all law specialists of the Regular and Reserve Navy were redesignated as judge advocates in the JAG Corps. The law also provided that, upon request, the Judge Advocate General may designate qualified Marine Corps lawyers as judge advocates, thereby entitling them to perform the same functions as a Navy judge advocate; Marine Corps officers do not, however, become members of the Navy JAG Corps by virtue of this designation.

JAG Corps officers are identified by a device comprised of two gold oak leaves curved to form a semicircle, the center of which is a balanced silver "mill rinde." (A mill rinde is the metal bar inserted between

the two stones of a mill to bear and guide the upper stone equally in its course, and for centuries has been a symbol of equality and justice.)

Military justice is only one of the many areas of responsibility that are handled by Navy lawyers. JAs also are responsible for legal advice in the fields of international law, admiralty, claims, litigation, promotions and retirements, investigations, administrative law, taxation, and legal assistance to service members and their dependents.

Activity in these fields and in military justice is constantly expanding and changing. The largest change, in terms of expanded rights to military people, occurred with passage of the Military Justice Act of 1968. This act expanded the rights of the accused to include lawyer counsel before special courts-martial and inaugurated the use of military judges to preside over special courts-martial.

JAG Corps members serve in the offices of the Secretary of Defense, Secretary of the Navy, Chief of Naval Operations, Chief of Naval Material, Chief of Naval Personnel, Chief of the Bureau of Medicine and Surgery, Chief of Naval Research, Comptroller of the Navy and the Joint Chiefs of Staff, among others.

Additionally, JAs are assigned to the staffs of the commandants of the various naval districts to handle legal work generated within the district. Locally, they serve on the staffs of fleet, force and type commanders and at many naval bases, stations and schools.

Since 1969, the JAG Corps has been organized into four basic components: the Office of the Judge Advocate General, staff and activity judge advocates, law centers and a training component. Under that organizational structure, the corps experienced problems in personnel distribution, uniformity of funding and support, and standardization of operations. These problems impeded the corps' efforts to render optimum service.

Following an extensive study of the problem, the Naval Legal Service was established in 1973 with the following mission: To administer the legal services program and provide command direction for all Naval Legal Service activities and resources as may be assigned; and to perform such other functions or tasks as may be related to the Naval Legal Service as directed by the Chief of Naval Operations.

Basically, the mission of the Legal Service Offices is substantially the same as the former law centers. Headquartered in Washington, the Naval Legal Service was authorized 18 offices and 15 branch offices throughout the world. Technically, the offices serve as legal-service centers in areas of major concentrations of naval activities. Within the limits of strength authorizations, they provide a full array of legal services to commands which have no judge advocate assigned. A primary purpose of the reorganization, and the Naval Legal Service, was to bring all trial and defense counsels under the direct authority of the Judge Advocate General, thus making them independent of court-martial convening authorities.

Even though they are relatively new on the scene as an organization, the responsibilities of the Navy JAG Corps continues to expand concomitantly with the passage of legislation by Congress and the increased need for legal services by Navy members.

# Dental Corps

From the inception of our Navy in 1775, until almost 70 years later, there seems to have been little concern for the requirements of naval members for dental care.

It was not until 22 Apr 1873, that the first dentist was appointed to serve as an officer in the U. S. Navy. At that time \$1600 was allotted for the employment of a lone dentist at the Naval Academy. The dentist was Dr. Thomas O. Walton who served until he was honorably discharged in 1879. Dr. Walton was reappointed in 1880 to serve as a civilian contract dentist at the Academy, a position he held until 1890 when he was succeeded by Dr. Richard Grady.

In 1908 Dr. Grady presented a paper to the Northeastern Dental Association entitled "The Dentist in the United States Navy: An Account of the Efforts to Secure a Dental Corps." In this, Dr. Grady pleaded his case:

"Government ships are provided with dental cases (or kits), each containing a set of forceps, elevators, evacuators, engine burs, plastic-filling instruments, and a high grade gutta-percha. These are used by the surgeons and hospital stewards, some of whom have taken courses in dentistry. Practically there is no room on ships for dental work, for chairs, cabinet, engine, etc. If located in or near the sick bay, as the hospital is termed on a man-of-war, the dentist could work on bright days only."

Finally, in its second session, the 62nd Congress passed an act which established the Navy Dental Corps; this act was signed into law by President William H. Taft on 22 Aug 1912. The law authorized the Secretary

of the Navy to appoint not more than 30 acting assistant dental surgeons.

Congress also said the total strength of the Dental Corps was not to exceed the proportion of one dentist for each 1000 members of the authorized enlisted strength of the Navy and Marine Corps. And \$15,000 was appropriated for dental equipment, material and all other contingent expenses.

On 30 Oct 1912, the first dental officer went on active duty. William N. Cogan, D.D.S., was appointed acting assistant dental surgeon. One week earlier, Dr. Cogan had resigned as Dean of Georgetown University Dental School.

During World War I, Navy dentists served overseas with both naval and Marine units. One corps officer, Lieutenant (jg) Weeden E. Osborne, was posthumously awarded the Medal of Honor for gallantry while serving with the 6th Regiment, U. S. Marines, near Bouresches in France.

In 1938 the dental officer ratio was improved to admit one dentist for each 500 personnel; additional billets increased the peacetime allowance to 234 officers. During World War II, the number of dental officers on active duty rose above 7000.

Until this time, the Navy was very selective in accepting enlistees, rejecting many applicants because of poor dental health. Because of increased manpower requirements, a change in the selection policy became necessary and dental standards were virtually eliminated.

To improve management effectiveness and to achieve more efficient use of personnel and equipment, the Dental Corps began to establish naval regional dental centers in 1973. The establishment of these centers under one command permits immediate response to the needs of the specific populations and activities which they serve.



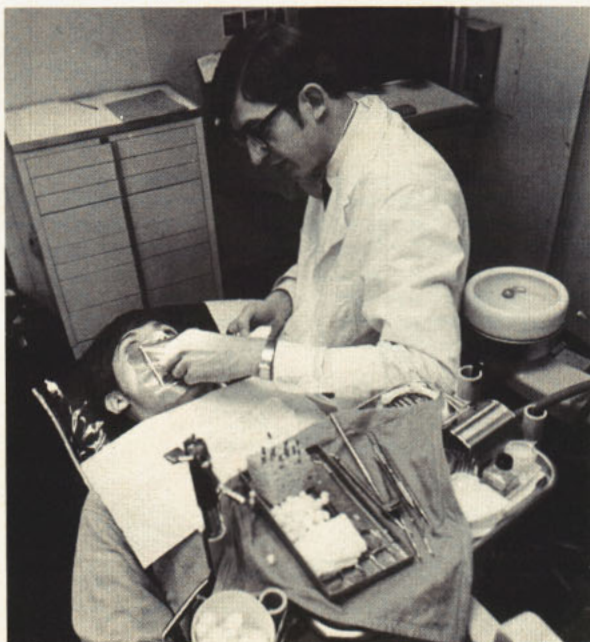
Left: Early dental office at San Diego, Calif. Below: 1920 dental office at NTC Great Lakes.



## Dental Corps

Today, more than 1700 Dental Corps officers provide high-quality dental care for active duty members. Under special guidelines, military retirees and dependents are also provided dental treatment. Navy dental officers serve in more than 200 reporting dental installations in various parts of the world, including dental facilities in 76 ships. An inactive Reserve organization of over 2000 experienced officers, many with assigned mobilization billets, further supports the naval peacetime establishment.

To keep the quality of dental care high, nearly 500 dental students throughout the nation participate in one of two available Navy scholarship programs. Continuing education and specialty-training programs sponsored by the corps provide many opportunities for study and professional advancement.

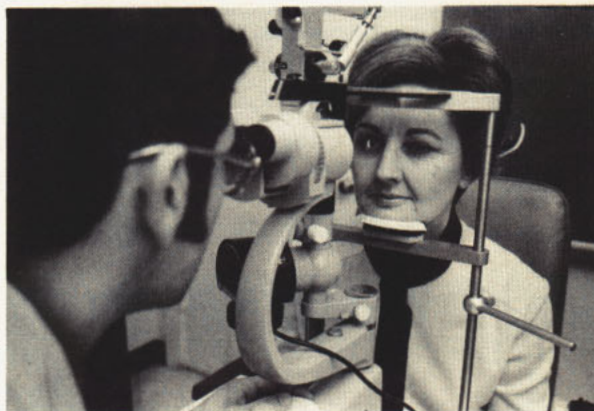


## Medical Service Corps

On 17 Jun 1898, an Act of Congress established a Hospital Corps, which provided for 25 warrant officers (designated Pharmacists) and enlisted men to be known as Hospital Stewards, Hospital Apprentices First Class and Hospital Apprentices.

The small cadre of warrant officers appointed under this law and subsequent amendments in 1912 and 1916, was the forerunner to the Medical Service Corps as it exists today.

During World War I, the number of warrant officers in the Hospital Corps increased significantly and 65



pharmacists and chief pharmacists were given temporary commissions in the Medical Corps. Although a few of these officers retained their temporary commissions after the war, the majority reverted to their previous warrant officer grade.

The need for an all officer category composed of individuals trained in the administrative, professional and scientific specialties traditionally allied with medicine had long been recognized. However, no positive action to establish such a category was taken before World War II.

During the war, permanent promotions were abolished and temporary appointments in the Regular Navy as warrant and chief warrant officers, and chief and first class petty officers were authorized. Under the authority of the 1941 Act, 1429 officers were given temporary appointments in the Hospital Corps during World War II.

In addition, a total of 845 pharmacists, optometrists and other individuals with training in specialties and sciences allied to medicine and dentistry were given temporary appointments as Naval Reserve officers with the H (S) specialty designator.

After the war, enactment of the Army-Navy Medical Service Corps Act in 1947 formally established the

Navy Medical Service Corps. This legislation authorized commission of a corps of specialists to complement the existing Medical Department officer categories.

The original legislation provided for the corps to be comprised of four sections: the supply and administration section; the medical allied sciences section; the optometry section; and the pharmacy section. The act further authorized the Secretary of the Navy to create such other sections, as necessary, to meet the needs of the service.

As a result of this authority, the women's specialists section was established in 1952, and in 1965 was retitled as the medical specialist section to permit the appointment of male officers in the specialties included within the section. Also as a result of the authority, a podiatry section was established in 1953. In 1969 the supply and administration section was redesignated as the health care administration section.

The Medical Service Corps contains a commissioned rank structure of ensign through captain. The corps composition is also delineated into sections. The specialties within sections are flexible and have been changed and revised by administrative actions as necessary to meet the needs of the service.

As part of the vast Navy Medical Department, the Medical Service Corps works closely with the Navy's physicians, dentists, nurses, and the Hospital Corps' enlisted staff.

## Nurse Corps

Nine years before the birth of Florence Nightingale, 1811, a young Navy surgeon, Dr. William P. Barton, was commissioned by the Secretary of the Navy to submit recommendations for "conducting hospitals and institutions for the sick."

Dr. Barton wrote, "The nurses whose number should be proportionate to the extent of the hospital and number of patients, should be women of humane

disposition and tender manners; active and healthy. They should be neat and cleanly in their persons; and without vices of any description . . . and are to attend with fidelity and care upon all the sick committed to their charge. . . ."

Nevertheless, it was almost 100 years later, 13 May 1908, before Dr. Barton's recommendations came about. Twice before, in 1902 and 1904, bills were introduced into Congress recommending the establishment of a Nurse Corps, but neither passed. Not until 1908 did Congress establish the Nurse Corps and authorize one superintendent and as many chief nurses, nurses and reserve nurses as necessary.

In the Civil War, women nurses (nuns of a Roman Catholic religious order), although not part of the Navy, came aboard the hospital ship *Red Rover* to serve in the Medical Department.

The next trained nurses in the Navy, though not an official unit, were a group of women employed at the Naval Hospital, Norfolk, Va., in 1898, to care for the sick and wounded of the Spanish-American War. These women neither enrolled nor enlisted, nor were they certain of being paid. A verbal agreement assured they would be reimbursed for traveling expenses and receive moderate pay if means could be found for such. They served for 50 days and were paid from a fund not appropriated by Congress.

At other various times, on recommendations of its medical officers, the Navy employed trained nurses on a contract basis to meet nursing needs at certain naval facilities.

After establishment of the corps, Esther Hasson was appointed first superintendent. By October of that year, the first 20 nurses, who later came to be called the "Sacred Twenty," reported to the U. S. Naval Hospital, Washington, D. C., for orientation and duty.

As the only women in the Navy at that time, the nurses were unique. Congressional order designated them neither as officers nor enlisted, but they were given a somewhat military status. On several occasions the decisions of the Judge Advocate General officially recognized them as members of the naval service and

Left top: Field dental office in Saipan, Mariana Islands. Left Bottom: Modern dentist's office. Below: Navy wife undergoes an ophthalmological exam.

Below: Mrs. Lenah H. S. Higbee, Superintendent of Navy Nurse Corps from 1911 to 1922.

Right: The original Navy Nurses, called Sacred Twenty, in 1908. (One is missing.)



# Nurse Corps

amenable to naval discipline.

With the coming of the First World War, the first great challenge to the Navy Nurse Corps was met. Navy nurses were assigned to hospitals in England, Ireland, Scotland and France. On loan to Army medical facilities, some served with field units in France. Four Navy nurses were awarded the Navy Cross for outstanding service, three of the awards being made posthumously.

After the war, the Nurse Corps advanced steadily in military and professional standing. However, the nation embarked on a program of disarmament. By 1935, under the Economy Act, the Nurse Corps had dwindled to 332 members.

In June 1938 changes to the Naval Reserve Act made the Reserve a component part of the Navy. Reserve nurses were recruited and the first appointments were made in 1939.

Some months before the Japanese attack on Pearl Harbor, American dependents of servicemen, along



with other women nationals, were evacuated from most of the Pacific islands. But Navy nurses stayed at their stations at Pearl Harbor, Guam, the Philippines and aboard the hospital ship *USS Solace*.

Five nurses were captured at Guam but were repatriated after being interned in Japan for six months. Eleven nurses, taken at Canaco in the Philippines, were freed in 1945 at Los Banos, near Manila, after 37 months of imprisonment. All during their imprisonment, they cared for the sick and wounded in the internment camp.

Soon after the war, in April 1947, the Army-Navy Nurses Act established the Nurse Corps as a permanent staff corps of the Navy. This act authorized permanent commissioned rank and permitted integration of Reserves into the Regular Navy.

At the outbreak of the Korean conflict, there were 1950 Regular and Reserve Nurse Corps officers on active duty assigned to 26 naval hospitals, 67 station hospitals and dispensaries in and outside the continental

United States; three hospital corps schools; two hospital ships and eight Military Sea Transport Service (now MSC) ships.

The peak census during the conflict was reached on 30 Jun 1951, when 3238 corps officers were on active duty. Three hospital ships—*USS Consolation*, *Repose* and *Haven*—rotated duty as station hospitals in Korean waters during the hostilities.

After that war, in 1957, the Navy Nurse Corps Candidate Program was established. This program allows student nurses to be enlisted into the Navy in pay grade E-3 and, upon graduation, commissioned as ensigns in the Naval Reserve.

Once again, with the outbreak of fighting in Vietnam, corps members were called into action; four received the Purple Heart for injuries sustained during a terrorist bombing attack.

Not only in war, but in peace as well, these important members of the Navy team have proven their worth. Navy nurses not only care for the sick and injured, they also teach. A large part of their time is spent giving on-the-job training to Navy corpsmen. The teaching situation also extends to the patients.

A milestone in the corps' history occurred in 1965 when the first male nurse was commissioned in the United States Navy. Since then the corps has been fully integrated.

Today, more than 2600 Nurse Corps members serve the Navy family, led by the second woman ever to be named an admiral in the Navy, Rear Admiral Maxine Conders.

## Hospital Corps

The origins of the Navy Hospital Corps can be traced to the early days of the Continental Navy when Congress recognized the need to provide care for the sick and injured aboard vessels. Although Navy ships during the Revolutionary War had surgeons and surgeon's mates, the routine care of the ill often fell to untrained members of the crew known as waisters.

A waister's duty was primarily "to keep the cockpits scrupulously clean, well fumigated, and sprinkled with vinegar."

Aboard those wooden vessels, the part of the ship assigned for the care of the sick was designated as the cockpit. It was usually located in the forward end, below the waterline and sometimes enclosed by a wooden screen covered with canvas.

After the war Congress recognized the need for adequate care of the sick and injured and in 1799 passed an Act which provided that "some of the crew shall be appointed" for the specific duty of attending the "sick and hurt men" in a place of the ship set apart for that purpose.

These early corpsmen were known as "loblolly boys" because one of their duties was to carry a porridge called "loblolly" to crewmembers unable to serve themselves.

The distinction of being the Navy's first enlisted hospital corpsman belongs to John Wall. Wall joined for

the specific duties of a loblolly boy, and obtained his initial experience in caring for the wounded aboard the frigate *Constellation* in her victorious encounter with a French frigate during the undeclared war against France in 1799.

In later years the term loblolly boy gave way to surgeon's stewards. The change in appellation came about because the sick-bay attendant now assumed a new degree of importance and gradually became a trained assistant to the medical officer. Duties included nursing, dispensing of medication, first aid and clerical work as his experience, knowledge and training would permit.

The advent of the Civil War brought about many significant changes in the development of the Navy and its members. Before 1861 the surgeon's steward was enlisted as a landsman or seaman, and subsequently rated surgeon's steward upon the recommendation of the medical officer. A Navy Department general order in 1861 changed this policy and elevated the status of the surgeon's steward to that of appointed petty officer, providing for direct appointment from civilian life.

By 1866 the standing of the original loblolly boys had advanced considerably. A passage in the United States Naval Regulation of 1865 said: "Surgeon's stewards to rank next after master-at-arms." The need for better trained people to assist medical officers was now more apparent and generally recognized in the services.

Late in 1866 a Navy Department order added further prestige to the burgeoning corps. This order provided substantial increases of pay, established the title of apothecary with an elevated rating structure which superseded that of surgeon's mate.

Less than three years later the decree which created the rank of apothecary was revoked and the rank was reduced to the status of petty officer.

In 1873 the apothecary rating was again modified. A new title, bayman, came into use. Recruits were enlisted as landsmen for general service and rated baymen by the commanding officer on the recommendation

of the surgeon or senior medical officer. The number of baymen assigned to a vessel was predicated on the size and complement of the ship.

During the three decades from the close of the Civil War to the outbreak of hostilities with Spain, repeated but unsuccessful attempts were made to improve the standing of noncommissioned members of the Medical Department by legislation. Finally, on 17 Jun 1898, Congress passed an Act organizing the Hospital Corps of the Navy. This law created the warrant rank of pharmacist and the enlisted ratings of hospital steward, hospital apprentice first class and hospital apprentice.

Four years later the first Hospital Corps training school was established at Norfolk with the objective of providing uniform and systematic training for new entries to the Corps and service.

War clouds over Europe in 1916 impelled a program of expansion in the Navy that resulted in a reorganization of the Hospital Corps. By Act of Congress on 29 Aug 1916, the authorized strength of the Corps was firmly established, concurrent with the authorized strength of the Navy and Marine Corps.

Before this, the strength of the Hospital Corps never exceeded 1584 men. In 1917 the Corps was enlarged to 7000; by 1918 the figure had risen to over 10,600.

During the First World War, members served with distinction, earning 460 major awards and citations, including: two Medals of Honor; 55 Navy Crosses; 31 Distinguished Service Crosses, two U. S. Army Distinguished Service Medals, and 27 letters of commendation from the Secretary of the Navy.

Rapid demobilization of the Navy following World War I reduced the strength of the corps to 4000. It remained at this figure until early 1940 when, again under pressure of impending mobilization, the Corps quickly expanded to meet the needs of the service.

By the time the armistice was signed aboard the battleship *USS Missouri*, Corps members had earned 820 major awards for service, including seven Medals of Honor and 52 Navy Crosses. Also, the military order of Kuang-Hua, then China's highest honor, was awarded to a hospital corpsman. This was the first time in history this honor was bestowed on someone other than a native of China.

At the end of World War II, strength of the corps reached the all-time high of 140,000 officers and men.

Demobilization of the services again took place after the end of the war. When trouble broke out in Korea, members played a significant role in every phase of the Korean campaign. Of four Navymen awarded the Medal of Honor, three were members of the Corps.

Today, after writing another brilliant chapter in Vietnam, during which three hospital corpsmen posthumously won the Medal of Honor, the hospital corpsman is a well educated and trained specialist, a far cry from the uneducated loblolly boys who carried surgeons' instruments in our Navy's earliest days.

Corpsmen receive initial training at one of the Navy's two Hospital Corps schools, located at Great Lakes and San Diego. Following this training, they usually are assigned to a hospital where practical experience in patient care is gained.

From the Revolutionary War to Vietnam, from the cockpit to modern hospitals, corpsmen have served the Navy well.

—JO2 Marty Szostek

Facing page: Navy nurse prepares medication for patient. Below: Class instruction in U. S. Navy Hospital Corps Training School, Mare Island, Calif., in 1924. Bottom: Modern-day hospital corpsman.



## from the desk of the **Master Chief Petty Officer of the Navy**

### 'Setting Sail'

I feel proud!

I feel proud that I was selected from among so many well qualified candidates to serve as the new Master Chief Petty Officer of the Navy; I am anxious, and ready, to serve. As MCPON, I am proud to represent the Navy's enlisted community—my shipmates—all of whom are very special people.

I am especially proud to serve in the Navy during these Bicentennial times because our Navy has contributed so significantly to America's growth and development. I hope my shipmates throughout the fleet will share in this pride as we celebrate both the Navy's and the country's 200th birthday.

But, while having pride is important, pride alone doesn't get the job done. So, it's time to get to work.

I should make one thing clear—I work for you. Or, I should say, I will be working in your behalf. In turn, I ask each of you to do your job. Nothing more, but just do your job.

Whether you are a seaman recruit or an admiral, male or female, minority or majority, in your first term or Fleet Reserve-eligible, I will do my utmost to diligently serve your best interests and the interests of your shipmates. I will strive to maintain the dignity and worth of the individual.

As Master Chief Petty Officer of the Navy, my main concern must remain with the enlisted community. However, all of my decisions, discussions, and considerations will be predicated on what is best for the entire Navy.

I believe in our Navy, and I endorse our primary goal of fleet readiness. However, without the total support and efforts of the men and women who serve, the Navy cannot achieve this readiness. I also realize more than anyone that I cannot be an effective MCPON without your support.

In order to be an effective MCPON I have established standards for myself and my staff. The most important of these concerns communications. A great deal of emphasis is being placed on communications these days and rightly so. Communications among all levels is extremely important and is the fulcrum upon which our organization functions.

My staff and I will always strive to communicate openly and honestly with all who seek our counsel and assistance. We will do our best to keep you informed on what is happening each day, even if you don't like what you hear. I feel that Navy members are more willing to accept change if they are consistently aware of pending innovations and modifications.

In this connection, my staff and I will continue to utilize and, hopefully, strengthen the MCPOF/MCPOC chain of communications. After having served as MCPOF at COMNAVAIRLANT and MCPOC aboard USS *John F. Kennedy* (CVA 67), I fully realize the potential of this group. Open avenues of communications between MCPOCs and their respective MCPOFs and between MCPOFs and my office are instrumental in initiating innovations and improvements to Navy policies and programs.

I also intend to have an open-door policy here at

## PQS Program Bolsters Command Readiness

By rights, a brand-new "A" school graduate has mastered the basics of his rating and stands ready to perform an assigned task with a certain degree of competence. During those months at school he learned enough to keep him out of hot water and, using the basic course of study as a building block, he can be shaped up in a short span of time. Yet, he's really not ready to stand a four-hour engineroom watch on his own. The question is: When will he reach that point?

A seaman apprentice fresh out of boot camp can be expected to perform most, if not all, the fundamental tasks and duties assigned him on arrival aboard his first ship. At what point, however, does he become a reliable member of one of his ship's highline transfer details?

In both these cases the "trainee" system could be employed—put the newcomer on watch or on the transfer team and let nature take her course. By repetition alone, the novice will learn to do a certain task

correctly and finer points, including safety factors, are taken care of as they come up. Under this method, the time factor usually gets lost; nothing's really on schedule and everything is sort of up in the air. Sometimes it works but, for the most part, it leaves a lot to be desired.

What's really needed in both situations is a Personnel Qualification Standards (PQS) Program which brings about desired results. Sadly, not all commands have such a program in effect and even some that do have one going full force may not be achieving results for a number of reasons.

Personnel Qualifications Standards Program is an element of a well-managed unit training program for both officers and enlisted people. The Chief of Naval Education and Training funds, develops and issues PQS which have been approved for development by the Chief of Naval Operations.

the Bureau of Naval Personnel. The MCPON staff and I want to hear from and talk with our shipmates about their problems or concerning important Navy issues. I value *constructive* criticism and recognize its importance in the decision-making processes.

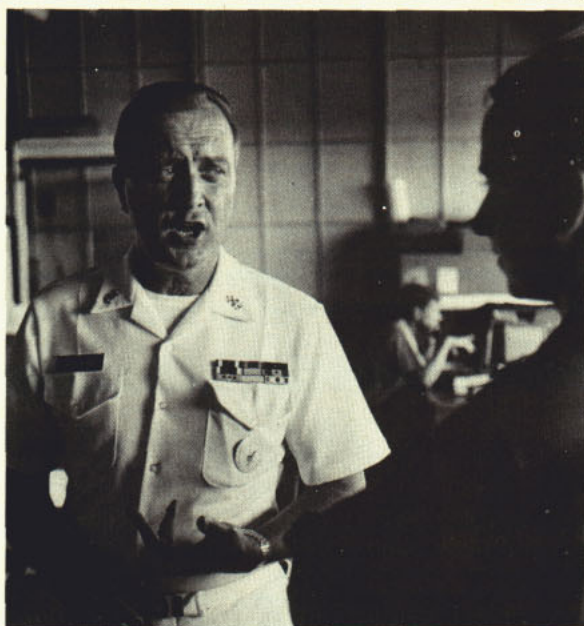
I appreciate the fact that ALL HANDS magazine provides this space each month for my article. I will utilize this space as a forum for discussion on topics of interest to Navy members and their families. Please feel free to comment on these articles either by letter or telephone. Your opinion, either favorable or unfavorable, does matter to me.

In fact, I know your opinions will assist me when I advise the CNO and CNP on those aspects of Navy life where improvements can possibly be made. I hope to make gains in such areas as the advancement system, command indoctrination programs, leadership skills for petty officers, management skills for chief petty officers, our human goals programs, and retention.

While I cannot anticipate exactly what changes will be made in the coming years, please be assured that my staff and I will always support those programs and policies which seek to improve working and living conditions for Navy enlisted personnel.

As I indicated earlier, a MCPON cannot be effective without your support. I suggest therefore that you use your MCPOC/MCPOF chain of communications to bring ideas to my attention. Additionally, I plan to travel extensively throughout the fleet on my own and at the invitation of the CNO. During these travels I hope to talk with as many of you as possible. Please try to take a minute to seek me out if I am in your area.

I want to thank my predecessor, Master Chief John D. Whittet, III, for his guidance as I prepared for my new assignment. He has left some giant footsteps



MCPON ROBERT J. WALKER

to follow. While Master Chief Whittet's leadership abilities and expertise will surely be missed here, we all wish him well in his new assignment.

My wife Fran and I look forward to our stay in Washington. We believe that it will be both an exciting and stimulating period in our lives. Knowing that I will be working with and for you, my shipmates, I'm starting out confidently and eagerly. With your support and God's guidance, I hope to carry out the responsibilities of the Master Chief Petty Officer of the Navy to the very best of my abilities.

The program encompasses a standard, which is a written compilation of knowledge and skills required to qualify for a particular task. It also incorporates the requirements necessary to qualify a person to stand a particular watchstation, maintain a given piece of equipment or a system, or perform as a team member (i.e., highline detail) within the assigned unit.

A watchstation, as it applies to Personnel Qualification Standards, deals with positions normally assigned by a watchbill. These usually are of four-hour duration and, in the majority of cases, center on the operation of a certain piece of equipment or a particular system.

PQS is in the format of a qualification guide. It asks questions the trainee must answer correctly to verify his readiness to perform a given task. Most important, the program also provides a record of the trainee's progress along with final certification of the watchstander.

Through PQS, knowledgeable people do an assigned task accurately, safely, within specified time limits and without incident. The untrained and the uninformed grope around in a sea of dangerous ignorance.

A recent CNO instruction—3500.34B—lists the following causes for the failure of PQS programs in individual commands:

- Ineffective management of the overall unit training

program.

- Failure to use sufficient numbers of supervisory personnel to operate the PQS program or the unit's overall training program.

- Failure to establish a program to prepare supervisors as PQS qualifiers.

- Failure to establish and maintain an adequate PQS reference library of technical, procedural and rate training manuals.

- Failure to establish individual qualification goals or time limits.

- Ineffective or nonexistent monitoring of individual qualification progress.

The Navy's PQS program continues to show positive results in qualifying people for increased watchstation responsibilities. To cite just one example: Recent Propulsion Engineering Board (PEB) inspection on 1200-PSI ships show that those ships passing the inspection the first time around are the ones which have an active PQS program in effect. Those ships failing the propulsion inspection did not have a functioning program.

The program provides personnel with a comprehensive means to qualify for certain tasks and it gives commanding officers a concrete method by which to gauge the readiness of their crews.

- NAVY PISTOL TEAM WINS NRA CHAMPIONSHIPS

The Navy "Blue" Pistol Team won the .22-caliber team match during the National Rifle Association Rifle and Pistol Championship held recently at Camp Perry, Ohio. Team members are ADCS Raymond Peet, CWO2 Robert Campbell, PR1 Joseph Witherell, RM1 William Sutton, ET1 William Boyd and CDR Jack Nichols. Also competing was the U. S. Navy Reserve Pistol Team. Members are: AG1 Donald Poorboy, ADRI Donald Hamilton, OMC Walter Castine, AO3 Michael Kiger, AUCM Herbert Herrmann, CDR Kenneth Collier and ADJ1 Brent Larson.

In addition to the team championships, Hamilton finished third in the grand aggregate, scoring with a 2603 out of a possible 2700 points and became a Secretary of the Navy Reserve Pistol Champion. Boyd also won a Secretary of the Navy Trophy rifle as the Navy Pistol Champion.

- FOUR CARRIERS WIN FY 75 AVIATION SAFETY AWARDS

The Chief of Naval Operations recently presented the annual Admiral Flatley Memorial Awards for aviation safety for FY 75 to USS Constellation (CV 64), USS Franklin D. Roosevelt (CV 42) and USS Inchon (LPH 12). A special Admiral Flatley Award went to USS Lexington (CVT 16). CNO cited the winning crews' outstanding professionalism and emphasized the Navy's requirement for safety in carrier operations. Runners-up were USS Enterprise (CVN 65), USS Coral Sea (CV 43) and USS Iwo Jima (LPH 2).

- USS CAPODANNO TO THE RESCUE...AGAIN

For the second time in her current Med deployment, USS Capodanno (FF 1093) was called upon to rescue the crew of a vessel in distress. The most recent action came when Capodanno sailors aided the 18-man crew of a sinking Liberian freighter, SS Brilliant, about 35 miles east of Sicily. Initial offers of assistance were refused by the stricken ship because of possible danger to the Navy crew but, after continued flooding, most of the Brilliant crew were put in lifeboats. They were taken on board Capodanno and brought to Augusta, Sicily. Other Navy ships on the scene were USS Donald B. Beary (FF 1085), USS Hoist (ARS 40) and USS Stribling (DD 867). Earlier this year, Capodanno had aided an Italian family found adrift in a motorboat in the Gulf of Taranto.

- RECRUITING HONORS GO TO NAVY COUNSELOR AND SAN ANTONIO

Navy Counselor 1st Class Duane J. Witter was recently named the outstanding Navy Recruiter for 1975. Witter, in charge of the Navy Recruiting Station Chicopee, Mass., enlisted 115 men and women during FY 75. He was also cited for spending many voluntary hours in assisting other recruiting stations, and for his active role in community affairs. Witter will be meritoriously promoted to chief petty officer during special Washington, D. C., ceremonies.

In other recruiting news, Recruiting District San Antonio, Tex., was recently named the best in the Navy for FY 75. The district will receive the annual Fleet Reserve Association Awards for excellence in enlisted, officer and overall recruiting programs. This is the second consecutive year San Antonio has taken top honors in the enlisted and overall categories. The district was cited for high achievement in both quality and goal attainment.

# briefs navy navy navy navy navy

- ADDRESS CHANGES FOR ANTARCTICA POSTAL CANCELLATION SERVICES

The U. S. Naval Support Force, Antarctica, has announced that philatelists desiring canceled covers for Operation Deep Freeze 1976 should send them to the following addresses: For South Pole cachets: Philatelic Mail Clerk, South Pole Station, C/O FPO San Francisco 96692. For McMurdo Station: Philatelic Mail Clerk, McMurdo Station, U. S. Naval Support Force, Antarctica, FPO San Francisco 96692. The changes were made because the Navy relinquished operation and management control of the South Pole Station to a civilian firm last year.

- 1776 'DON'T TREAD ON ME' JACK TO FLY DURING BICENTENNIAL

The Secretary of the Navy recently directed that all Navy ships are to fly the first Navy Jack instead of the Union Jack during the period Navy's 200th birthday, 13 Oct 1975, until 31 Dec 1976. The Navy Jack consists of 13 horizontal alternating red and white stripes, a rattlesnake and the motto, "Don't Tread On Me." A special distribution of the flag is being made to all ships. Use of the Jack on modern Navy ships will serve as a reminder of the Navy's origin and its will to survive and triumph.

- 5TH VIRGINIA CG; 8TH SPRUANCE DD LAUNCHED

USS Texas (CGN 39), the fifth nuclear-powered Virginia-class guided missile cruiser, was recently launched in Newport News, Va. The 585-foot ship carries a crew of 500 and equipped with advanced ASW, AAW, guided missile and electronic warfare systems.

On the same day, USS Caron (DD 970), the eighth Spruance-class destroyer, was launched in Pascagoula, Miss. The ship is named for HM3 Wayne M. Caron who was posthumously awarded the Medal of Honor for service in Vietnam. Caron is 563 feet long, carries a crew of 270 and is powered by four gas turbine engines.

In addition, USS Richard B. Russell (SSN 687), Navy's 106th nuclear submarine, was recently commissioned at Newport News. The Sturgeon-class attack sub is named for the late Georgia Congressman who served in the Senate for 38 years.

- TRIALS COMPLETED BY FIRST SHIPS OF NEW LHA AND PHM CLASSES

Tarawa, first of the Navy's new amphibious assault ships (LHA), successfully completed her initial sea trials recently in the Gulf of Mexico. The trials tested the ship's four steam turbines. Her maneuvering and sea-keeping qualities were considered excellent and her propulsion plant operation up to full power was satisfactory. Tarawa's next test will be builder's trials scheduled for late this month. Acceptance trials by the Navy's InSurv Board are scheduled for mid-November, and the ship is due to be delivered to the Navy in early 1976.

On the West Coast, Pegasus (PHM 1), lead ship of the new patrol combatant missile (hydrofoil) class, recently completed initial builder's trials in Puget Sound. Structural firing tests of her new 76mm gun were successful. Further gun testing and prototype firings of her Harpoon missiles will be conducted later this year. Technical and operational evaluations were also made, and Pegasus is scheduled to be delivered to the Navy in early 1976.

## CHRONOLOGY OF THE SEA SERVICE

# 1960 to the PRESENT

This sixth and final section of the Chronology of the Sea Service begins with 1960 and carries through to the present. These years proved to be among the busiest in the recent history of the naval service. The chronology opens with the isolation of the naval base at Guantanamo Bay in Cuba, the beginning of the manned space program in which the Navy played a large part, and America's troop involvement in South-east Asia. These were the years to test the fortitude and stamina of the sea service and the years, too, which gave birth to yet a newer Navy—one which would be called the Now Navy—made up of vibrant young men and women on the move all over the globe. There was the confrontation with Russia when it was discovered that the Soviets planned to install nuclear missile bases in Cuba, and a naval blockade was established to prevent their installation.

The war in South Vietnam, of course, occupied much of the effort of the nation as a whole and the United States Navy acquitted itself with honor during that long and gallant struggle. There was trauma, too, as has been the case in all our conflicts. *Mercury*, *Gemini*, *Apollo* and *Skylab* became common names as the nation's space program culminated with the first landing by man

upon the moon on 20 Jul 1969 by astronaut Neil Armstrong, a former Navy pilot.

With the conclusion of the war in South Vietnam the Navy turned more heavily to its peacetime programs in science and research. With the deactivation of many overage ships, the emphasis was placed upon a smaller but finer Navy. Out of wartime research and development came the newer and faster ships designed for specific tasks such as the nuclear guided missile cruisers, fast new frigates, gunboats, hydrofoils, surface effect ships and the *Trident* submarine. When the scaling down was complete, the Navy entered yet another phase with the reclassification of its ships better to describe their modern roles upon the high seas. As the Navy entered its third century, a Navy ship achieved a record, moving in excess of 80 knots—and the possibility of a 100-knot ship did not seem far away.

This section, then, completes the Chronology of the Sea Service which ALL HANDS began with the January 1973 issue and the initial entry: "12 Jun 1775—Jeremiah O'Brien, with a sloop and a party of Maine woodsmen, took the British cutter *Margaretta* off Machias, Maine."

Those Maine woodsmen started something that's still going strong.

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### 1960

7 Jan—First inertially guided *Polaris* test vehicle is launched successfully at Cape Canaveral, Fla.

23 Jan—LT Don Walsh and scientist Jacques Piccard reach a depth of 35,800 feet below sea level in Marianas Trench in bathyscaph *Trieste*.

9 Feb—USS *Sargo* (SSN 583) surfaces at North Pole. She goes on to complete a 6000-mile east-to-west voyage across the North Pole, under the polar ice cap, arriving at Hawaii on 1 Mar.

13 Apr—The Navy places the first of four planned *Transit* navigation satellites in orbit from Cape Canaveral. This project is designed to enable ships and planes to determine their positions to within one-fourth mile or less from anywhere on earth.

19 Apr—The Navy's first operational space organization, the U. S. Naval Space Surveillance Facility is established; its mission is to detect space vehicles.

26 Apr—USS *George Washington* (SSBN 598) conducts a test firing of the *Polaris* missile in Long Island Sound. Attempts by a Soviet trawler to retrieve the missile are thwarted by USS *Nipmuk* (ATF 157) which moves between missile and trawler until recovery.

6 May—Cuban cutter *Oriente* fires on U. S. submarine *Sea Poacher* (SS 406) in San Nicholas Channel.

10 May—USS *Triton* (SSN 586) surfaces after having traveled around the earth submerged. Following the same general route taken by Magellan, the submarine had traveled 41,519 miles in 84 days.

21 May—First carrier to be armed with guided missiles, *Kitty Hawk*, is launched at Camden, N. J.

4 Jun—The U. S. accuses Cuba of conducting an intense official campaign of slander against the U. S.

29 Jun—Cuba seizes oil refineries owned by U. S. companies.

20 Jul—A *Polaris* missile is successfully launched from underwater for the first time from USS *George Washington* (SSBN 598).

11 Aug—The first U. S. recovery of an object which had been in orbit is made by USNS *Haiti Victory* (T-AK 238) when a UDT Navyman who had dived from a helicopter retrieves a capsule from the satellite *Discoverer XIII*.

24 Sep—World's first nuclear-powered aircraft carrier, USS *Enterprise* (CVAN 65) is launched at Newport News, Va.

14 Oct—U. S. presents to the United Nations a document charging the Cuban regime with deliberate sabotage of U. S.-Cuba relations.

20 Oct—U. S. announces an embargo on all exports to Cuba except medical supplies and food.

15 Nov—USS *George Washington* sails on her first *Polaris* patrol.

17 Nov—U. S. naval units are ordered by the President to patrol Central American waters to bar any attack on Guatemala or Nicaragua by Cuba.

## 1961

9 Jan—Following end of U. S.-Cuban diplomatic relations on 3 Jan, State Department announces Naval Base at Guantanamo Bay, Cuba, is not affected, and will continue to operate under provisions of treaties of 1903 and 1934.

16 Jan—The National Oceanographic Data Center is set up at Washington, D. C., under direction of Navy Hydrographer.

20 Jan—*Asroc* antisubmarine weapon becomes operational with firing from USS *Mahan* (DLG 11).

21 Jan—USS *George Washington* (SSBN 598), first *Polaris* submarine, completes successful first operational cruise.

31 Jan—Patrol Squadron 18 picks up a chimpanzee that had made a 420-mile space flight from Cape Canaveral into the Caribbean and places it aboard USS *Donner* (LSD 20) for return to Canaveral.

1 Feb—At the Naval Weapons Laboratory, Dahlgren, Va., the Navy's Space Surveillance System is commissioned.

3 Mar—CDR Walter Mazzone and LT Harris Steinke set new depth record—318 feet in 55 seconds—for escape from submerged submarine off Key West, Fla.

3 Apr—USS *Franklin D. Roosevelt* (CVA 42) makes first telecast from Navy carrier to another ship in area.

15 Apr—USS *Bainbridge* (DLGN 25), first nuclear-powered frigate, is launched at Quincy, Mass.

4 May—CDR Malcolm Ross and LCDR Victor G. Prather reach height of 113,500 feet in balloon.

5 May—CDR Alan B. Shepard, Jr., becomes America's first man in space, completing sub-orbital flight above Atlantic—116.5 miles into space and 302 miles down range. USS *Lake Champlain* (CVS 39) recovers.

8 May—Navy celebrates 50th anniversary of naval aviation.

23 Jun—Major low frequency facility, Naval Radio Station, Cutler, Maine, is commissioned.

30 Jun—At close of fiscal 1961, 819 Navy ships were in commission.

25 Jul—President calls for increases in personnel, ships and aircraft as a result of mounting Berlin situation.

12 Aug—Berlin Wall is begun by East Germans to stop exodus from the city to the West, as East-West tension mounts.

14 Aug—Navy extends active duty tours by six months because of situation in Berlin.

25 Aug—Navy calls 6400 Reservists to active duty to man 40 Reserve destroyers and 18 antisubmarine aircraft squadrons during period of Berlin crisis.

9 Sep—Navy commissions world's first nuclear-powered cruiser, USS *Long Beach* (CGN 9), at Boston.

23 Oct—Navy fires first *Polaris* A-2 missile from

submerged submarine, USS *Ethan Allen* (SSBN 608).

27 Oct—First successful firing of *Saturn* missile at Cape Canaveral.

25 Nov—USS *Enterprise* (CVAN 65) is commissioned at Newport News, Va.

29 Nov—Chimpanzee Enos is retrieved by destroyer USS *Stormes* (DD 780) from waters off Bermuda after two-orbit *Mercury* flight.

30 Nov—Navy ends its lighter-than-air program.

5 Dec—Armed Forces Expeditionary Medal is created.

14 Dec—Navy's prefabricated nuclear power plant arrives at McMurdo Sound in Antarctica aboard USS *Arneb* (AKA 56).

15 Dec—First shore-to-ship message via the moon made by Radio Laboratory at Stump Neck, Md. Message picked up by USS *Oxford* (AG 159) off east coast.

## 1962

1 Jan—Navy establishes SEAL teams (SEaAirLand capability).

17 Jan—An F-8U *Crusader* becomes first aircraft to operate from *Enterprise* (CVAN 65).

6 Feb—Nuclear-powered weather station is installed on Ross Sea Ice Shelf in Antarctic.

8 Feb—Establishment of Military Assistance Command in Vietnam.

15 Feb—UN rejects Cuba's charge that the U. S. was planning to attack Cuba.

20 Feb—Marine Lt. Col John H. Glenn becomes first American to complete full orbit in space in Project *Mercury's* capsule *Friendship. Noa* (DD 841 recovers.)

1 Mar—Antarctic nuclear plant goes "critical."

11 Mar—USS *Constellation* (CVA 64) becomes first carrier to fire missiles, launching four *Terriers* and scoring four hits against a drone target traveling at speeds up to 400 mph.

17 Mar—USS *Raleigh* (LPD 1), first amphibious transport dock ship, launched in New York.

1 Apr—Atlantic Fleet Destroyer Force and Cruiser Force Atlantic Fleet are combined.

12 Apr—Navy demonstrates new landing craft with retractable hydrofoils.

14 Apr—Message sent around the world from USS *Northampton* (CC 1) is received by another teletype in the cruiser in eight-tenths of a second.

10 May—With both missiles traveling at supersonic speeds, a *Sparrow III* rocket fired from an F-4H-1 scores a direct hit on a *Regulus III* missile.

16 May—*Point Defiance* (LSD 31), *Navarro* (APA 215) and *Valley Forge* (LPH 8) land U. S. Marines in Thailand as situation in Laos worsens.

24 May—LCDR M. Scott Carpenter is launched into orbit on second U. S. manned orbital flight for three orbits in *Aurora 7*. USS *Intrepid* (CVS 11) carries out the recovery mission.

1 Aug—Naval Reservists recalled as a result of Berlin crisis are released.

2 Aug—Submarines USS *Skate* (SSN 578) and *Sea Dragon* (SSN 584) surface at North Pole and their crews meet on ice.

17 Aug—Navy's first hydrofoil patrol craft, *High Point* (PCH 1) is launched at Seattle, Wash.

17 Sep—U. S. space program is augmented by nine more astronauts, including three naval aviators, LCDRs James A. Lovell, Jr., and John W. Young, and LT Charles Conrad, Jr.

3 Oct—CDR Walter M. Schirra is launched into orbit in *Sigma 7* for six orbits of earth. USS *Kearsage* (CVS 33) recovers.

22 Oct—A Soviet offensive buildup of missile bases in Cuba is revealed by President Kennedy who announces that the United States is establishing a naval quarantine of Cuba to prohibit entry of Russian offensive weapons; 390 dependents are air-evacuated from Guantanamo Bay, Cuba, another 2800 dependents evacuated by naval transports.

24 Oct—Navy establishes surface quarantine force across sea-lanes leading to Cuba. In following days, Marines are deployed to Guantanamo by air and the entire Navy is on alert, with most units deployed from port. A total of 183 U. S. Navy ships steam more than a million miles in carrying out the quarantine.

26 Oct—Navy stops Soviet tanker *Bucharest* heading for Cuba. Tanker allowed to proceed by USS *Gearing* (DD 710).

26 Oct—USS *Joseph P. Kennedy, Jr.* (DD 850) and *John R. Pierce* (DD 753) intercept and board Lebanese-flag freighter under Soviet charter 180 miles northeast of Nassau. Freighter is allowed to continue.

7 Nov—U. S. and Russia agree that U. S. Navy ships would check Soviet ships at sea and count missiles removed from Cuba.

8 Nov—DOD states that all known offensive missile bases in Cuba have been dismantled.

20 Nov—The President orders end to naval quarantine of Cuba; Russia agrees to withdraw all Soviet jet bombers from Cuba within 30 days.

1 Dec—Navy establishes U. S. Naval Air Base, 10th Naval District, with headquarters at San Juan, P. R.

## 1963

10 Apr—USS *Thresher* (SSN 593) is sunk 220 miles east of Cape Cod with 129 aboard.

24 Apr—Deep Submergence Systems Review Group established by the Secretary of the Navy.

15 May—Carrier USS *Kearsarge* (CVS 33) recovers astronaut Gordon Cooper from *Faith 7* capsule after he had completed 22 orbits around the earth.

8 Jun—Naval Aviation Museum is opened at NAS Pensacola.

30 Aug—First nonstop flight across the South Pole is completed by a Navy C-130 aircraft with Admiral George Reedy commanding. The flight began at Capetown, South Africa, and ended at McMurdo.

18 Oct—Five naval aviators are among those chosen for *Gemini* earth orbit.

10 Nov—USS *Rehoboth* arrives at Nakhodka, Siberia, the first U. S. ship to visit a Russian Pacific port in 20 years.

2 Dec—Navy bureaus, other than Bureau of Naval Personnel and Bureau of Medicine and Surgery are placed under the new Naval Material Support Establishment.

4 Dec—Navy announces details of *Subroc*, a new ASW weapon undergoing tests.

## 1964

6 Jan—Naval Supply Center, Charleston, S. C., is commissioned.

19 Jan—Navy Preventive Medicine Unit 2 sends a six-man team to Saigon, Vietnam, at the request of



the government to help contain an epidemic of cholera, and is successful in preventing spread of the disease.

31 Jan—First nuclear-powered, deep-sea-anchored, unmanned weather station is placed in operation in the Gulf of Mexico.

6 Feb—Cuba cuts off freshwater supply to U. S. Naval Base at Guantanamo Bay.

10 Feb—Defense Department announces that a desalinization plant would be installed at Guantanamo Bay. In the meantime, fresh water is supplied to the base by tanker shuttle operated by Military Sea Transportation Service.

25 Mar—Navy's oldest ship, USS *Constitution* (IX 21), returns to berth at Boston, Mass., following major overhaul.

4 Apr—*Concord Squadron* enters Indian Ocean to begin a six-week cruise.

13 May—USS *Enterprise* (CVAN 65), *Long Beach* (CGN 9) and *Bainbridge* (DLGN 25) become world's first surface nuclear-powered task group.

26 Jun—An LC-130 transport of Air Development

Squadron Six makes unprecedented midwinter penetration of Antarctica to evacuate an injured Navyman.

**20 Jul**—Four U. S. Navy divers begin a 20-day live-in 192 feet beneath the ocean's surface in the Project Sealab I capsule. Threatening weather ends the experiment after 11 days.

**22 Jul**—Contracts for construction of 26 ASW destroyer escorts are awarded. The new class will carry



Facing page top: USS Seadragon (SSN 584) foreground, prepares to moor at the North Pole after historic rendezvous with USS Skate (SSN 578). Left: Oceanographic survey ship USS Rehoboth shown underway in 1963. Above: First nuclear fleet in formation; USS Enterprise (CVAN 65), USS Long Beach (CGN 9), and USS Bainbridge (CGN 25).

variable-depth sonar, Asroc, DASH and ASW torpedo launchers.

**31 Jul**—Task Force One, first surface nuclear-powered task group, begins an around-the-world unrelentless cruise known as Operation Sea Orbit. The three participating ships are USS Enterprise (CVAN 65), Long Beach (CGN 9), and Bainbridge (DLGN 25).

**2 Aug**—In international waters in the Gulf of Tonkin about 30 miles off the coast of North Vietnam, U. S. Navy destroyer USS Maddox (DD 731) is attacked by three North Vietnamese patrol boats. Maddox avoids the torpedo attack and sinks one of the attacking patrol boats.

**5 Aug**—USS Maddox (DD 731) is attacked for the second time by a squadron of North Vietnamese high-speed patrol boats, in international waters in the Gulf of Tonkin, more than 60 miles off the coast. USS Turner Joy (DD 951), cruising with Maddox, is also brought under attack. Two torpedo boats are sunk and others are damaged. In response to the attack, under orders from President Johnson, aircraft from USS Constellation (CVA 64) and Ticonderoga (CVA 14) conduct 64 sorties against target areas on the coast of North Vietnam, including coastal bases, patrol boats and oil depots.

**31 Aug**—Naval Oceanographic-Meteorological Au-

tomatic Device (NOMAD) buoy is moored 210 miles off the Coast of South Carolina by the U. S. Oceanographic Office, first such device capable of relaying both meteorological and oceanographic data to shore stations.

**11 Sep**—Polaris missile assembly facility for Pacific is commissioned at Bangor, Wash.

**18 Sep**—In Gulf of Tonkin, destroyers USS Morton (DD 948) and Richard S. Edwards (DD 950) fire on four radar contacts believed to be fast torpedo craft making a nighttime attack on them.

**21 Sep**—Twenty-seven U. S. warships and 10 U. S. merchant ships join other NATO navies in Operation Teamwork; exercise is largest in NATO's history.

**1 Oct**—Navy announces finding of wreckage of Thresher (SSN 593), lost with her crew on 10 Apr 1963; wreckage located by deep-diving vehicle Trieste II.

**3 Oct**—Sixty-four-day, around-the-world Sea Orbit is successfully completed when USS Enterprise (CVAN 65) and Long Beach (CGN 9) arrive in Norfolk, and Bainbridge (DLGN 25) arrives in Charleston, S. C.

**1 Nov**—Bien Hoa air base in Republic of Vietnam is attacked by Viet Cong, causing 72 American casualties and damaging or destroying 28 U. S. aircraft.

**18 Nov**—The Assistant Secretary of the Navy for Research and Development announces the Navy's intention to give antisubmarine warfare program a priority second only to the Polaris program.

**6 Dec**—Navy's base at Guantanamo Bay becomes independent of outside water sources when the last of its three saltwater conversion plants becomes operational.

**25 Dec**—USS Bennington (CVS 20) arrives at Eureka, Calif., to begin relief work because of heavy snow, rain and floods in northern part of the state.

## 1965

**1 Jan**—Naval District Washington, D. C., is established; combines functions of Potomac and Severn River Naval Commands.

**7 Feb**—Aircraft from carriers USS Coral Sea (CVA 34), Hancock (CVA 19) and Ranger (CVA 61) strike against North Vietnamese barracks and staging areas near Donghoi. This is followed by strikes from more than 100 Navy aircraft on 11 Feb, and continued strikes against North Vietnamese positions in ensuing months. This was the first nonretaliation air strike.

**8 Mar**—The 9th Marine Expeditionary Brigade is ordered by the President to defend the Da Nang airbase; first of 3500 Marines land on beach nearby.

**23 Mar**—First successful orbit of two-man Gemini capsule is made by LCDR John Young and LCOL Virgil Grissom. USS Intrepid (CVS 11) recovers.

**3 Apr**—During an air strike against Dong Phoung highway bridge, Mig jet fighters are spotted, but present no opposition. Throughout April, May and June, carrier crews work 15 to 18 hours a day.

**8 Apr**—The President, in a nationwide speech, expresses willingness of the U. S. to enter into diplomatic discussions to end the war in Vietnam.

**10 Apr**—The 2nd Battalion, Third Marines, begins

landing near Da Nang to assist in protection of the air base at the request of South Vietnam.

**27 Apr**—Dominican Republic is scene of widespread fighting and USS *Boxer* (LPH 4), *Raleigh* (LPD 4), *Fort Snelling* (LSD 30), *Wood County* (LST 1178), *Ruchamkin* (APD 89), and *Rankin* (AKA 103) evacuate more than 4300, including 2694 U. S. citizens.

**28 Apr**—A 400-man expeditionary force of Marines is dispatched to the Dominican Republic in order to protect the lives and property of U. S. citizens who were there during military revolt. By the end of May, more than 40 U. S. Navy ships and 11,000 troops would be directed to the Santo Domingo area.

**29 Apr**—Coast Guard Squadron One is formed and assigned duty in Vietnam, first Coast Guard unit assigned combat duty since Korean conflict.

**3 May**—First U. S. Army combat unit is committed to the Vietnamese war as members from the 173rd Airborne Brigade arrive in Saigon.

**7 May**—Upon drifting into the waters of the North Atlantic, ARLIS II, the Navy's arctic ice island research station, is evacuated by USS *Edisto* (AGB 2) after a four-year, 5000-mile journey through the Arctic Ocean.

**20 May**—Seventh Fleet destroyers begin shore bombardment off coast of South Vietnam.

**7 Jun**—*Gemini 4* astronauts are recovered by helicopter and flown to USS *Wasp* (CVS 18) after their record-breaking, 62-orbit voyage in a space capsule.

**17 Jun**—Using air-to-air missiles, Navy F-4 *Phantoms* from USS *Midway* (CVA 41) down two *Mig 17* aircraft; first confirmed *Mig* casualties since action over North Vietnam began.

**1 Jul**—Oceanographic Air Survey Unit is formed; first aviation unit designated specifically for oceanographic work.

**7 Jul**—Eight thousand Marines begin to land in the Republic of Vietnam, bringing the Marine force stationed there to 25,000.

**13 Jul**—First full-sized Army infantry unit arrives in Vietnam aboard USNS *General W. H. Gordon* (T-AP 117). Soviet agreement to reconvene 18-nation disarmament conference is disclosed by President.

**14 Jul**—*Mariner IV* space vehicle sends back to earth first TV relay photographs of planet Mars.

**20 Jul**—Navy's deep-diving vehicle, *Alvin*, is successfully tested at 6000 feet for 20 minutes.

**29 Jul**—Plans to bring the active duty force to three million are announced, the highest in 10 years.

**8 Aug**—Plans for a seventh research station in the Antarctic are announced by Navy.

**16 Aug**—Contracts for three naval air-cushion, ground-effects vehicles are awarded by the Department of Defense; first purchase of air-cushion vehicles by any of the armed forces.

**19 Aug**—Reactivation of 21 ships and 13 landing craft is announced by Department of Defense.

**25 Aug**—First male joins Nurse Corps under new Navy program.

**26 Aug**—Last North Atlantic barrier patrol is flown by Airborne Early Warning Squadron 11, made obsolete by advanced technology.

**28 Aug**—Entering the Sealab II capsule 205 feet

beneath the surface of the ocean, 10 aquanauts (including astronaut CDR Scott Carpenter) begin Navy's latest experiment in underwater living and working.

**29 Aug**—*Gemini V* astronauts are recovered by Navy helicopter and transferred to USS *Lake Champlain* (CVS 39) within 45 minutes of splashing down after a record eight-day space flight.

**12 Sep**—USS *Boxer* (LPH 4) begins to deliver the U. S. First Cavalry Division (Airmobile) at Quinhon, Republic of Vietnam.

**6 Oct**—A Vietnamese Service Medal is authorized by Department of Defense.

**9 Oct**—First contingent of Republic of Korea 15,000-man unit arrives in Republic of Vietnam on board USNS *General Leroy Eltinge* (T-AP 154).

**22 Oct**—Loan or sale of Reserve Fleet combat ships to certain foreign navies approved by Congress.

**28 Oct**—The first Mark 46 underwater guided missile (torpedo) is received by the Navy. A new class of small, fast patrol craft (PCF) to be used in Vietnam is revealed by the Secretary of the Navy.

**13 Nov**—Two naval officers are among those selected for manned orbiting laboratory experiments scheduled to begin in 1968.

**18 Nov**—DOD reports that 1095 U. S. servicemen have died as a result of combat in Vietnam.

**2 Dec**—USS *Enterprise* (CVAN 65) becomes history's first nuclear-powered ship in combat as she operates off North Vietnam.

**4 Dec**—*Gemini VII* is launched for orbital mission in which she would rendezvous with astronauts from *Gemini VI* on 15 December. Both capsules are later recovered by USS *Wasp* (CVS 18), *Gemini VI* on 16 December and *Gemini VII* on 18 December.

**15 Dec**—*Gemini VI* and *VII* meet in space and maneuver around each other for five hours.

**18 Dec**—River Patrol Force is activated in Republic of Vietnam; called Operation Game Warden by Navy.

## 1966

**1 Jan**—The Military Air Transport Service (MATS) takes on new name of Military Airlift Command.

**5 Jan**—Casualty figures for 1965 include 1365 American servicemen killed in combat in Vietnam.

**20 Jan**—Search begins off Palomares, Spain, for missing nuclear weapon.

**2 Feb**—A third school for recruit training, to be located at Orlando, Fla., is announced by the Navy.

**20 Feb**—Two-day test by Navy of nuclear-powered, saltwater distillation plant at McMurdo Station, Antarctica, is successful.

**7 Mar**—Reorganization of the Navy Department is announced. As of 1 May, the Naval Material Command, Bureau of Naval Personnel, and Bureau of Medicine and Surgery are to be under the direct command of the CNO. All other bureaus placed under Office of Naval Material Command.

**15 Mar**—*Alvin* locates the weapon lost off Palomares 2500 feet beneath the surface.

**17 Mar**—USS *Leonard F. Mason* (DD 852) makes successful emergency recovery of *Gemini VIII* astronauts in Pacific.

20 Mar—Republic of Korea doubles its troop commitment in Vietnam.

29 Mar—ENS Gale Ann Gordon, MSC, undergoing flight training as part of instruction in aviation experimental psychology, is the first woman in the history of Naval Air Basic Training Command to fly solo.

5 Apr—A recommendation to study suitability of surface effect ships (hovercraft) for use in ocean commerce is submitted by a government panel.

7 Apr—A nuclear weapon lost off the coast of Palomares, Spain, is recovered by the Navy.

14 Apr—Navy commissions Undersea Test and Evaluation Center in Bahamas to experiment with new means of finding and destroying submarines.

17 Apr—USS *Canberra* (CAG 2) uses *Syncom III* satellite to relay message; is first Navy ship to perform this operation.

1 May—Reorganization of the Navy Department becomes effective.

9 May—Air-cushion patrol vehicles, capable of speeds in excess of 50 knots, join coastal surveillance force in the Republic of Vietnam for first time.

18 May—Vertical/short take-off/landing (VSTOL) is successfully tested from USS *Bennington* (CVS 20).

1 Jun—*Surveyor*, a moon vehicle, successfully lands on moon and sends back photographs.

6 Jun—*Gemini IX* space mission astronauts are safely recovered by the carrier, USS *Wasp* (CVS 18). During the flight, Lieutenant Cernan walked in space, the second U. S. astronaut to do so.

21 Jul—*Gemini X* astronauts are recovered by USS *Guadalcanal* (LPH 7).

1 Aug—Contracts are awarded for construction of submersibles with a 6500-foot depth capability. They are designated as *Autec I* and *Alvin II*.

29 Aug—Navy discloses formation of a new oceanography office to be responsible, under direction of the Oceanographer of the Navy, for deep-sea studies.

1 Sep—Facilities for Man-in-the-Sea Program are opened at Deep Submergence Systems Office, San Diego.

5 Sep—Additional Republic of Korea troops arrive in the Republic of Vietnam, making a total of 46,000.

15 Sep—*Gemini XI* astronauts are recovered by USS *Guam* (LPH 9) 700 miles southeast of Cape Canaveral. (Note: Called Cape Kennedy in 1966.)

16 Sep—First contingent of troops from the Republic of the Philippines arrives in South Vietnam.

23 Sep—Plans to develop amphibious ships, to be designated LHA, that will carry helicopters as well as landing craft, are announced by Navy.

29 Sep—Relief operations are begun in the Dominican Republic and Haiti by five Atlantic Fleet amphibious ships. Hurricane Inez had done extensive damage to both countries.

21 Oct—Development of a helicopter radar system under direction of Office of Naval Research is announced. It is expected to alter drastically the night and foggy weather flying potential of helicopters.

4 Nov—A series of simulated deep-ocean dives conducted by U. S. Navy Experimental Diving Unit begins and is expected to provide basis for training of Sealab III aquanauts.

10 Nov—USS *Nautilus* (SSN 571) and USS *Essex* (CVS 9) collide during an exercise off the coast of North Carolina; both sustain only minor damages.

13 Nov—Air Force jet C-141 safely completes a 2300-mile flight to McMurdo, Antarctica, from Christchurch, N. Z.; first jet to land in Antarctica.

15 Nov—Last flight of the series, *Gemini XII* is recovered from Atlantic by USS *Wasp* (CVS 18).

21 Nov—An All-Weather Carrier Landing System (ACLS) is demonstrated on USS *America* (CVA 66); system is designed to allow pilots to make "hands-off" landings.

13 Dec—Headquarters, Atlantic Undersea Test and Evaluation Range, is to be established at West Palm Beach, Fla., according to Navy announcement.

31 Dec—A fire aboard SS *Oriana* in Kaohsiung, Taiwan, is extinguished by 12 volunteers from the crew of USS *Perkins* (DD 877).

## 1967

13 Jan—Master Chief Gunner's Mate Delbert D. Black is named the Navy's first Senior Enlisted Advisor (later changed to Master Chief Petty Officer of the Navy—the highest enlisted post in the Navy).

27 Jan—Flash fire aboard *Apollo I* spacecraft kills astronauts LCDR Roger B. Chaffee and LCOLs Virgil Grissom and Edward H. White, both USAF.

4 Feb—In protest of South Africa's apartheid policy, *Franklin D. Roosevelt* (CVA 42) cancels shore leaves for her 3800 officers and enlisted men while docked at Cape Town.

10 Feb—LT Elizabeth Wylie is the first U. S. Navy woman to be assigned in Vietnam.

28 Feb—Naval Research Laboratory, Washington, D. C., dedicates new \$5 million nuclear physics research and sector-focusing cyclotron.

20 Mar—Establishment of the Naval Development and Training Center, San Diego, Calif., to train enlisted men, is announced.

31 Mar—The David Taylor Model Basin and the Navy Marine Engineering Laboratory are consolidated into one command called the Naval Ship Research and Development Center.

13 Apr—Six U. S. companies are asked for proposal for development, design and construction of a deep submergence search vehicle. Requirements are for a vehicle that can descend to and work for 30 hours at 20,000-foot depths and have a four-man crew.

29 Apr—USS *Decatur* (DDG 31), the first post-WW II destroyer to be converted to a guided missile destroyer, is recommissioned in Boston, Mass.

8 May—Navy announces that by 1 Aug women Navy Nurse Corps officers will be assigned to Station Hospital, Da Nang, South Vietnam.

19 May—Two A-7A *Corsair II* Navy jets make first single jet flight across Atlantic without refueling.

5 Jun—Israel and Egypt begin seven-day war.

Diagram of bathyscaph

8 Jun—USS *Liberty* (AGTR 5), while in international waters, is mistakenly attacked by Israeli jet fighters and torpedo boats, with 34 of her crew killed and 75 more injured. Israel apologizes for the attack.

27 Jun—Defense Department announces establishment of new Naval Communications Command following a major reorganization of the Office of Naval Communications.

15 Jul—*Tucumcari*, (PGH 2), a hydrofoil gunboat, is launched at Seattle.

26 Jul—For the first time since her commissioning in 1955, USS *Forrestal* (CVA 59) launches aircraft under combat conditions, against North Vietnam targets.

29 Jul—132 are dead, two missing and 60 injured in fire which also destroyed 21 aircraft and damaged 41 others on board USS *Forrestal* (CVA 59).

3 Aug—Navy announces establishment of the Maury Center for Ocean Science at the Naval Research Laboratory, Washington, D.C.

4 Sep—Chaplain LT Vincent R. Capodanno is killed in Vietnam, the first Navy chaplain to die in the Vietnam conflict. He is posthumously awarded the Medal of Honor.

14 Dec—ROTC at predominantly black Prairie View A. & M. College in Texas is announced by DOD.

## 1968

16 Jan—Defense Department announces that Australian, Canadian and English naval aquanauts will participate in Sealab III.

23 Jan—USS *Pueblo* (AGER 2) is captured by North Korean patrol boats. Four of the 83-man crew are injured and one dies later of those injuries.

25 Jan—Six Naval Air Reserve squadrons report for active duty after mobilization as a result of the capture of *Pueblo*.

6 Feb—*Bache* (DD 470) is grounded and lost off Rhodes Harbor.

13 Feb—Navy's Fleet Ballistic Missile Submarine Force completes 500th successful patrol.

19 Feb—MM1 Fernando Lugo and MN2 Don C. Risk of the Navy aquanaut team set world record by "diving" to a simulated depth of 1025 feet, at the Navy Experimental Diving Unit in Washington, D.C.

15 Mar—Since April 1965, some 41,450 Navy enlisted men have volunteered for duty in Vietnam.

26 Mar—Battleship USS *New Jersey* (BB 62) sails from Philadelphia for sea trials after more than 10 years in mothballs.

31 Mar—In a nationwide address, the President asks for Vietnam peace talks to begin.

3 Apr—North Vietnam expresses willingness to discuss conditions for beginning peace talks.

14 Apr—U. S. Naval Oceanographic Office announces that Navy will join the U. S. Geological Survey in a study of the Gulf of Mexico.

3 May—North Vietnam agrees to meet in Paris for preliminary peace talks.

13 May—In the first callup of Reserve Seabee units, NMCBs are ordered to active duty.

14 May—Most decorated enlisted man in the Navy during Vietnam conflict, BM1 James E. Williams, USN, is awarded the Medal of Honor. Twice wound-

ed in Vietnam, he has earned more than two dozen medals and awards, including Navy Cross, Silver Star Medal, Navy and Marine Corps Medal and two Bronze Stars.

5 Jun—Presumed loss of USS *Scorpion* (SSN 589) with her 99-man crew is declared by CNO.

8 Jun—USS *Dolphin* (AGSS 555) is launched. This



submarine is designed to be the world's deepest-diving operational submarine.

25 Jun—Navy selects 54 aquanauts for Sealab III, nine civilians and five members of foreign navies.

1 Jul—Navy commissions its third training center, at Orlando, Fla.

12 Jul—Commander Paul S. Green MC, USNR, becomes first Black American to be selected as a captain in the U. S. Navy. Navy retires its last operational seaplane, a P-5 *Marlin*, and gives it to the Smithsonian Institution.

22 Jul—CDR S. R. Chessman flies record-breaking 306th combat mission in Vietnam conflict.

12 Aug—An attempt to find USS *Monitor*, lost on 30 Dec 1862 off Cape Hatteras, N. C., is announced.

16 Aug—America's newest missile, *Poseidon*, completes first flight, carrying dummy warhead.

7 Sep—USS *John F. Kennedy* (CVA 67) is commissioned at Newport News, Va.

11 Sep—Navy's North Pacific Project (NORPAC) commences, a system of unmanned, deep-moored buoys to gather meteorological and oceanographic data. Negotiations with North Korea for release of *Pueblo* and crew remain unsettled.

16 Sep—Six Naval Air Reserve squadrons recalled on 25 Jan are scheduled for release.

18 Sep—Navy announces new kind of gunpowder, NACO, that doubles life of rapid-fire shipboard guns.

30 Sep—USS *New Jersey* (BB 62), the first American battleship in action since the Korean conflict, joins the combat in the Republic of Vietnam.

16 Oct—Deep-diving, experimental miniature submersible *Alvin*, with nobody aboard, sinks in 4500 feet of water 120 miles south of Cape Cod, Mass.

24 Oct—The Chief of Naval Operations states that in 10 years the Soviets have become the second larg-

est seapower in the world.

**31 Oct**—Objects identified as wreckage of USS *Scorpion* (SSN 589) have been located 400 miles southwest of the Azores in more than 10,000 feet of water, according to an announcement made by the Chief of Naval Operations. The President announces a complete halt to air, naval and artillery bombard-

1969

**25 Jan**—World's first nuclear-powered deep submergence research and ocean engineering vehicle, NR 1, is launched at Groton, Conn.

**31 Jan**—A Navy Court of Inquiry concludes that sinking of *Scorpion* (SS 589) was not caused by sabotage or foul play, although exact cause cannot be determined.

**18 Feb**—Navy christens the new Mark I underwater salvage system.

**27 Feb**—Restoration work on Bikini begins to enable those who wish to do so to return there to live.

**28 Feb**—U. S. Naval Oceanographic Office announces recent discovery of six new seamounts and several undersea channels in Sea of Japan.

**18 Mar**—DOD announces a shift to an all-distillate marine diesel type of fuel for Navy ship propulsion. New underwater record, 31 consecutive days, is set by TEKITE I aquanauts.

**20 Mar**—Bathyscaph *Trieste II* commences being outfitted for further investigation of wreckage of *Scorpion* (SS 589).

**10 Apr**—NASA names three Navymen for second lunar landing mission, *Apollo 12*: CDRs Charles Conrad and Richard Gordon, and LCDR Alan Bean. Court of Inquiry into capture of *Pueblo* ends.

**14 Apr**—North Koreans shoot down Navy EC-121 during reconnaissance mission in the Sea of Japan, killing 31 men aboard.

**14 Apr**—TEKITE I aquanauts complete 60 days submerged and begin decompression.

**6 May**—Navy announces that no disciplinary action will be taken against any of the crew of *Pueblo* (AGER 2), captured by North Korea in January 1968, following court of inquiry and interrogation of crew which began 26 Dec 1968.

**7 May**—The Secretary of Defense calls for leadership by installation and unit commanders in implementing equal opportunity and treatment policy.

**22 May**—A contract is awarded for design and construction of a prototype Deep Submergence Search Vehicle (DSSR).

**3 Jun**—USS *Frank E. Evans* (DD 754) and Australian carrier HMAS *Melbourne* (R 21) collide approximately 650 miles southwest of Manila, cutting the destroyer in two and killing 74 crewmen.

**7 Jun**—A new class of LST, USS *Newport*, is commissioned at Philadelphia.

**9 Jun**—Navy discloses that USNS *Mizar* (T-AGOR 11), an oceanographic research ship, located and photographed the sunken submersible *Alvin*.

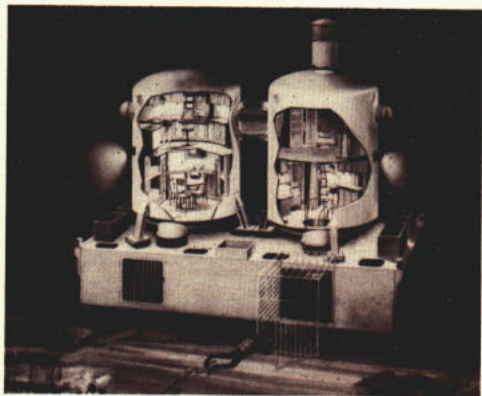
**11 Jun**—USS *Homet* (CVS 12) is named prime recovery ship for *Apollo 11* moon landing mission.

**20 Jul**—Former Navy pilot Neil Armstrong becomes the first man to set foot on the moon and places an American flag on the Sea of Tranquility.

**5 Aug**—Three American POWs, including two Navymen, are released by the North Vietnamese.

**6 Aug**—Crewmen for *Apollo 13* and *14* moon landing missions are announced; of the six men named, four are active duty Navymen assigned to NASA.

**20 Aug**—Navy Seabees and helicopters evacuate more than 820 persons from Pass Christian, Miss.,



Facing page: USS *Dolphin* (AGSS 55) after launching. Above: Drawing of habitat occupied by aquanaut-scientists for 60 days. Below left: *Apollo 12* astronauts (left to right) CDR Charles Conrad, Jr., CDR Richard Gordon, Jr., and LCDR Alan Bean. Below right: Launch of Poseidon missile.



ment of North Vietnam.

**25 Nov**—U. S. promises to support United Nations' efforts in sharing ocean discoveries with newly developing nations.

**27 Nov**—*Dolphin*, (AGSS 555), an experimental submarine, returns to Portsmouth Naval Shipyard. Reportedly, she had reached depths never previously reached by any other craft.

**2 Dec**—A Navy and civilian team begins simulated dive to 1000 feet in connection with Navy's Man-in-the-Sea Program.

**15 Dec**—TEKITE, a plan to place four aquanauts in a seafloor habitat for 60 days, is announced.

**23 Dec**—North Korea releases 81 surviving crewmen of USS *Pueblo* (AGER 2), held for 11 months.

**27 Dec**—*Apollo 8*, first to orbit moon, splashes down in Pacific where *Yorktown* (CVS 10) is primary recovery ship.

three days after their town was devastated by hurricane Camille.

**28 Aug**—*Alvin* is recovered from ocean floor by USNS *Mizar* (T-AGOR 11) and the privately operated deep submersible *Aluminaut*.

**9 Sep**—USS *New Jersey* (BB 62), Navy's last active battleship, arrives in Bremerton, Wash., to begin inactivation.

**16 Sep**—President orders the authorized troop ceiling in Vietnam to be reduced to 484,000 by 15 Dec.

**10 Oct**—Eighty Navy river patrol boats are transferred to the Vietnamese Navy in the largest single turnover of its kind since the war began.

**14 Nov**—*Apollo 12* spacecraft, carrying an all-Navy crew, lifts off from Cape Canaveral on second lunar expedition. Those participating are CDR Charles Conrad, CDR Richard Gordon and LCDR Alan Bean.

**24 Nov**—*Apollo 12* astronauts complete man's second landing on the moon and are recovered by *Homert* (CVS 12) after Pacific splashdown.

**15 Dec**—The President announces a 50,000-man reduction in Vietnam, bringing the total ordered home for the year to 110,000.

**31 Dec**—Navy reports 779 ships assigned to its active Fleet, consisting of 420 warships, 106 amphibious warfare, 74 mine warfare and 179 auxiliary ships. In addition, 44 ships were assigned to miscellaneous service plus 76 Naval Reserve ships, with 12 ships under conversion and 120 under construction.

## 1970

**24 Jan**—World's first deep submergence rescue vehicle, DSRV-1, is launched at San Diego, Calif.

**4 Feb**—USS *Finback* (SSN 670) is commissioned, designed as a mother ship to carry the DSRV to its operational site.

**28 Feb**—The first nuclear attack submarine tender, USS *L. Y. Spear* (AS 36) is commissioned in Portsmouth, Va. With turnover of 11 U. S. Navy *Swift* boats to South Vietnam, its Navy becomes responsible for coastal patrols in the five northernmost provinces of the Republic of Vietnam.

**31 Mar**—Navy's *Vanguard I*, with an anticipated life of 288 more years, becomes the oldest manmade satellite in orbit after *Explorer I* reenters earth's atmosphere and self-destructs.

**1 Apr**—First powered launch of *Condor* air-to-surface guided missile is declared a success.

**3 Apr**—The first crew of Underwater Research Project TEKTITE II takes up residence in the habitat.

**17 Apr**—*Apollo 13* spacecraft, forced to abandon lunar space mission, splashes down in Pacific where it is recovered by USS *Iwo Jima* (LPH 2).

**10 May**—The nation's oldest admiral, ADM Richard H. Jackson, USN (Ret), celebrates his 104th birthday. He retired in 1930 as Commander in Chief of the Battle Fleet, Pacific. (He died at the Naval Hospital, San Diego, on 4 Oct 1971, at age 105.)

**17 May**—Prairie View A&M in Texas graduates its first NROTC seniors; 13 Black Americans receive commissions during commencement ceremony.

**17 Jun**—ADM Thomas H. Moorer, moving from the post of Chief of Naval Operations, is confirmed by

Senate as Chairman of the Joint Chiefs of Staff.

**18 Jun**—U. S. Naval Oceanographic Office reports discovery of four volcanoes and a volcanic ridge on the ocean's floor in the Pacific.

**23 Jun**—Navy turns over 273 combatant river craft to South Vietnamese Navy.

**30 Jun**—Active duty Navy personnel total 690,668. Total number in armed forces is 3,064,280.

**1 Jul**—The youngest (49) four-star admiral and the youngest man to serve as CNO, Admiral Elmo R. Zumwalt, Jr., takes command.

**1 Aug**—The Military Sea Transportation Service is redesignated as the Military Sealift Command.

**3 Aug**—First underwater firing of a *Poseidon* missile is successful. The missile was fired from USS *James Madison* (SSBN 627).

**11 Aug**—Navy announces it is studying possibility of a computer with ability to sense surroundings and respond intelligently to spoken commands.

**15 Aug**—Keel for nuclear-powered attack carrier *Dwight D. Eisenhower* (CVAN 69) is laid in Newport News, Va.

**12 Sep**—A U. S. naval force is reported steaming off coast of Israel, presumably to aid in possible evacuation of airline hostages being held in Jordan by Palestinian guerrillas.

**18 Sep**—Announcement is made that additional U. S. ships and aircraft have been sent to the Mediterranean out of concern for approximately 450 Americans in Jordan threatened by the fighting there.

**22 Sep**—Joint session of Congress is held to focus public attention on the more than 1500 American POWs/MIAs in Southeast Asia—some of them for as long as six years.

**24 Oct**—A new concept in minesweeping is announced; it will be used by the Navy when the minesweeping version of the H-53 *Sea Stallion* helicopter becomes operational in 1972.

**2 Nov**—The U. S. proposes an international agreement to stop flushing tankers at sea during NATO conference at Brussels.

**12 Nov**—AFCM John D. Whittet is selected as the second Master Chief Petty Officer of the Navy (MCPON).

**17 Nov**—State Department confirms U. S.-Soviet understanding, barring use of Cuba as a USSR nuclear submarine base.

**3 Dec**—Secretary of the Navy prohibits dumping of oil and sludge wastes into oceans and rivers.

**30 Dec**—U. S. Navy closes out its last coastal and inland waterway operations in the Republic of Vietnam and turns over 125 boats to Vietnam Navy.

## 1971

**22 Jan**—Navy P-3 patrol plane sets new world's distance record by landing at Patuxent River, Md., after a 7010-mile flight from Atsugi, Japan, which took 15 hours, 21 minutes. The previous record was 4761 miles.

**11 Feb**—Navy announces a policy of accepting Filipinos as seaman recruits and assigning ratings on a wide basis rather than as stewards.

**2 Mar**—ROTC program in Florida will commence

at Jacksonville State University in the fall as part of Navy policy to increase the number of black officers.

**5 Mar**—A service-wide program is announced providing for each member entering the armed services to attend race relations classes.

**22 Mar**—Navy says that ROTC units will be established at Savannah State College, Ga., and Southern University in Baton Rouge, La., both predominantly black colleges.

**1 Apr**—The Chief of Naval Operations announces a program to improve education, job training, promotion and recruitment of blacks in the Navy.

**20 Apr**—USS *Tucumcari* (PGH 2), a hydrofoil gunboat, begins demonstrations to NATO.

**21 Apr**—Establishment of the Navy Recruiting Command as a field activity of the Bureau of Naval Personnel is announced.

**28 Apr**—Navy announces selection of 49 rear admirals, including the first black American to be named, CAPT Samuel L. Gravely, and America's first man in space, CAPT Alan B. Shepard.

**24 May**—Pentagon announces plans to "beef up" the Sixth Fleet in response to growing Soviet naval power in the Mediterranean.

**4 Jun**—A newspaper report states that aerial intelligence has spotted what appears to be communist China's first nuclear submarine under construction.

**14 Jun**—CNO announces that the enlisted men's uniform will be replaced by an officer-style uniform during the next five years.

**16 Jun**—Hon. James E. Johnson is first black to be Assistant Secretary of the Navy (Manpower and Reserve Affairs).

**16 Jul**—Defense Department establishes an Office of Ocean Affairs, with Under Secretary of the Navy John Warner as its director, who will represent the Department in all international negotiations dealing with ocean affairs.

**17 Jul**—The last of 149 Atlantic Fleet ships complete operations in Southeast Asia which began 10 May 1965.

**21 Jul**—Navy announcement states that a single Navy training command will be established in Pensacola, Fla., with all training activities coming under that command.

**31 Jul**—Total Navy strength to this date is 618,976 active duty personnel.

**31 Aug**—The U. S. Naval Station at Sangley Point in the Republic of the Philippines is turned over to the Filipino government.

**1 Sep**—Concern is voiced by State Department over Soviet arms delivery to Egypt and the increased number of Russian pilots flying jets in the area.

**8 Oct**—The largest U. S. base on the five-and-one-half-million-mile Antarctic continent opens at McMurdo Station for the 18th straight year of operations.

**3 Nov**—A plan to test the feasibility of commercial tankers refueling U. S. Navy ships is announced by the Navy and the Maritime Administration.

**1 Dec**—The Secretary of the Navy announces recruit training for women will be transferred from Bainbridge, Md., to Orlando, Fla.

**3 Dec**—India and Pakistan state they are at war.

**14 Dec**—USS *Enterprise* (CVAN 65) and a task force

of several American ships enter the Indian Ocean for possible rescue of American citizens during the fighting in the India-Pakistan war.

**21 Dec**—The U. S. Coast Guard ends six and one-half years of participation in Southeast Asia.

**31 Dec**—The Navy's last ropemaking facility, the 147-year-old ropewalk at the Boston Naval Shipyard, is closed. Navy active duty personnel strength is 600,885, representing a 50,000 decrease from the same date a year earlier.

## 1972

**8 Jan**—USS *Stein* (DE 1065) is commissioned at Puget Sound, Wash.

**22 Jan**—USS *Beaufort* (ATS 2), the second of three U. S. Navy salvage and rescue ships, is commissioned at Norfolk, Va. This ship combines functions of the salvage rescue ship and the standard fleet ocean tug.

**25 Jan**—President Nixon discloses a previous Vietnam peace proposal providing for pullout of U. S. forces in six months in exchange for a cease-fire and release of all American POWs.

**8 Feb**—SECNAV announces opening of NROTC to women for the first time in Navy history.

**18 Mar**—*Jesse L. Brown* (DE 1089) is launched at Westwego, La., the first ship of the U. S. Navy to be named in honor of a black naval officer.

**1 Apr**—The Navy withdraws its last combat force from Vietnam. The unit involved is Light Attack Squadron Four which flies the *Bronco*, a propeller-driven counterinsurgency aircraft.

**6 Apr**—For the first time since 1968, hundreds of Navy and Air Force planes strike military targets in North Vietnam.

**8 Apr**—President Nixon names Undersecretary of Navy John W. Warner to succeed John H. Chafee.

**27 Apr**—Captain Arlene Duerk, Navy Nurse Corps, becomes the first woman to achieve the rank of rear admiral in the U. S. Navy.

**8 May**—In response to the massive North Vietnamese offensive in South Vietnam, President Nixon announces the mining by Navy aircraft of Haiphong and other North Vietnamese ports. Ships in port are given a 72-hour deadline for getting underway before the mines are activated.

**8 May**—Rear Admiral Rembrandt C. Robinson, Commander Cruiser-Destroyer Flotilla 11, becomes the first U. S. admiral killed in the Vietnam war when his helicopter crashes in the Tonkin Gulf.

**10 May**—Navy fliers Lieutenant Randy Cunningham and Lieutenant (jg) William Driscoll, flying an F-4 *Phantom*, down three *Migs* over North Vietnam. These, in addition to previous victories, make them America's first aces of the Vietnam conflict.

**15 May**—Evangeline Bailey, HM3, becomes the first woman musician in naval history. The U. S. ends 27 years of American rule in Okinawa and transfers control of the island back to Japan.

**18 May**—USS *John C. Calhoun* (SSBN 630) surfaces west of Scotland and moors at Holy Loch, ending the Navy's 1000th undersea ballistic missile patrol.

Historic walk on the moon.

26 May—Navy announces the establishment of Human Resources Development Centers at four major naval bases to assist local commands in coping with personnel problems such as race relations, drug and alcohol abuse and the like.

27 May—USS *Barnstable* (LST 1197) is commissioned at Long Beach, Calif. This ship, one of the *Newport* class, is of a new design in LSTs. Her most conspicuous innovations are her clipper bow and her 112-foot over-the-bow-ramps.

1 Jun—Navy announces it has gained permission from Greece to begin homeporting in that country.

28 Jun—President Nixon orders that from this date forward, no draftees be sent to Vietnam unless they volunteer for duty there. SECNAV announces first of a new class of nuclear-powered guided missile frigates will be named *Virginia*. Navy's new F-14 *Tomcat* makes its first arrested landing on board USS *Forrestal* (CVA 59) off the Virginia coast.

29 Jun—Chairman of the Joint Chiefs of Staff, Admiral Thomas H. Moorer, receives the "Venerable Order of the Gray Eagle," signifying the "most ancient naval aviator on active duty." He succeeds retiring Rear Admiral Francis D. Foley.

22 Jul—One of a group of eight advanced-design ammunition ships, USS *Mount Baker* (AE 34) joins the fleet at Charleston, S. C. She is equipped for transfer of ammunition by standard tensioned replenishment alongside method and with helicopters for vertical replenishment operations.

27 Jul—Senate approves construction of a new fleet of *Trident* subs to succeed *Polaris/Poseidon* subs.

11 Aug—With the withdrawal of its last units in Vietnam, the U. S. ends its ground combat role in that country. Ensign Rosemary E. Nelson and Lieutenant (jg) Ann Kerr become the first women assigned to regular shipboard duty other than as nurses.

18 Nov—Hospital ship USS *Sanctuary* (AH 17) is recommissioned, the first U. S. Navy ship to have women included in her crew.

22 Nov—Ground is broken for the new structure of the Naval Aviation Museum at Pensacola, Fla.

12 Dec—USS *Sanctuary* (AH 17) steams out of San Francisco with a woman sailor in the bridge watch, ending a seagoing tradition dating back to the days of wooden ships.

30 Dec—President Nixon announces the halt of all U. S. bombing and naval bombardment of North Vietnam above the 20th parallel with the resumption of private peace negotiations in Paris.

### 1973

4 Jan—SECDEF orders an end to compulsory attendance at religious services in accordance with a recent Supreme Court ruling.

10 Jan—Secretary of the Navy John W. Warner announces the selection of the first eight women to participate in the Navy's flight training program.

27 Jan—The draft ends and the era of an all-volunteer force begins after a Vietnam cease-fire is signed in Paris. The end of the draft is six months earlier than had been expected, owing to the cease-fire and

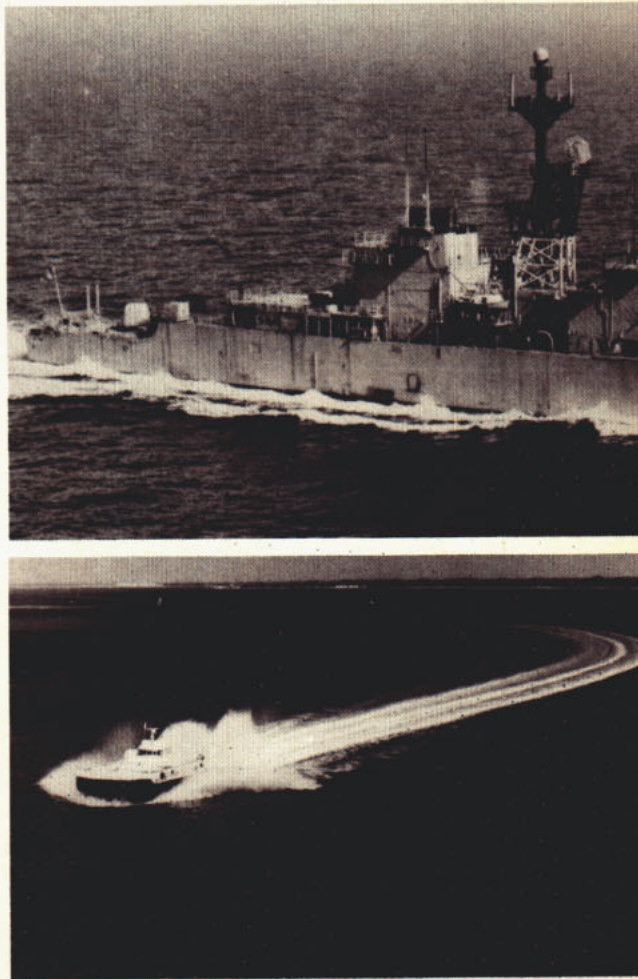
the fact that the Secretary of the Army sees no need for further induction.

1 Feb—U. S. Third Fleet is reactivated with the merger of the First Fleet and the Antisubmarine Warfare Force staffs.

12 Feb—The first American prisoners of war released by North Vietnam receive a hero's welcome at Clark Air Force Base in the Republic of the Philippines.

27 Feb—*End Sweep* airborne mine countermeasures operations begin off Haiphong in a first for mine warfare as airborne minesweeping had never been done with "live" mines.

1 Mar—The SES-100B surface effect test craft reaches a speed of more than 70 knots during tests,



breaking the world speed record for this type of craft at New Orleans, La.

4 Mar—Second group of U. S. POWs leaves Hanoi under terms of Paris cease-fire accord.

29 Mar—Last American troops leave Vietnam.

16 Apr—Navy announces that *Trieste I* will become an exhibit at the Navy Memorial Museum at the Washington Navy Yard.

17 Apr—Secretary of Defense Elliot L. Richardson announces details of actions to consolidate, reduce,

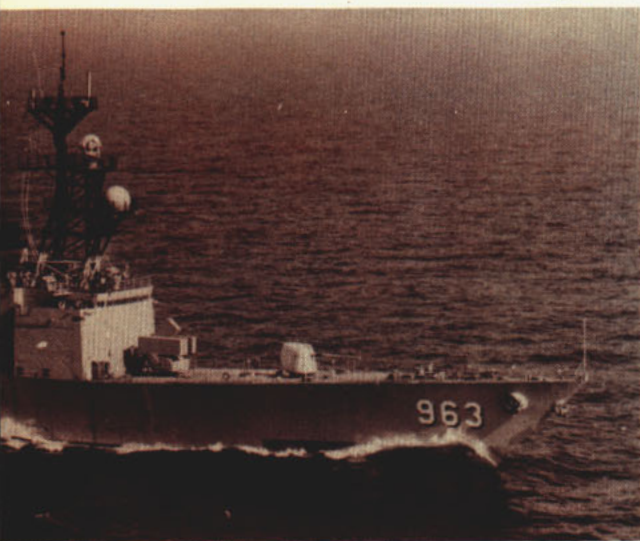
realign or close military installations in the U. S. and Puerto Rico. This is expected to save about \$3.5 million over the next 10 years. The active fleet ship level will also be reduced.

**14 May**—The Supreme Court rules that women members of the armed forces are entitled to the same dependency benefits for their husbands as servicemen have always received for their wives.

**14 May**—Skylab I is launched unmanned. It is the first orbiting space station.

**25 May**—An all-Navy *Skylab* crew is launched into space for a 28-day mission aboard America's first space laboratory.

**31 May**—Flight pay ends for colonels and generals and captains and admirals who are not assigned to



Above: USS *Spruance* (DD 963). Left: Surface effect ship (SES 100B).

designated flying billets. An estimated 5000 officers are affected.

**18 Jun**—The first group of American specialists arrives in Haiphong to resume minesweeping operations halted earlier because of a cease-fire violation.

**22 Jun**—Navy declares Haiphong Channel to be safe for shipping, although helicopters continue to sweep the edges of the channel. The all-Navy crew of *Skylab I* splashes down in the Pacific. USS *Ticonderoga* (CVS 14) recovers Captain Charles Conrad, Jr., and Commanders Joseph P. Kerwin and Paul J. Weitz who had set numerous records and accomplished virtually all their objectives.

**1 Jul**—Transition to the officer-type uniform for all Navy enlisted men commences, with the new uniform becoming mandatory 1 July 1975.

**2 Jul**—The first woman chaplain in the Armed Services, Florence D. Pohlman, is sworn into the Navy in Washington, D. C.

**2 Jul**—Navy's water jet-propelled SES-100A establishes a new speed record for surface effect ships of 88 mph (76 knots).

**18 Jul**—Navy announces reestablishment of the Naval Reserve merchant marine program. Defense Department announces the end of "Operation End Sweep," the Navy minesweeping effort in North Vietnamese waters.

**24 Jul**—Recruit Training Command in San Diego announces that boot camp will be increased from seven and a half to nine weeks effective 3 Sep.

**15 Aug**—All American offensive operations in Southeast Asia end.

**1 Sep**—The last squadron of Marine F-4 *Phantoms* on the Asian mainland flies out of Thailand. The unit is also the last U. S. Marine combat force to leave after an 11-year commitment in Indochina.

**5 Sep**—Captain Alan L. Bean, U. S. Navy, in orbit in *Skylab II*, sets a new record for the most time in space, breaking Navy Captain Charles Conrad's record of 49 days, three hours and 37 minutes.

**25 Sep**—Second *Skylab* crew, Captain Alan Bean commanding, splashes down safely and is recovered by USS *New Orleans* (LPH 11).

**6 Oct**—Arab-Israeli war erupts at Suez Canal and Golan Heights, the most extensive fighting in 25 years.

**17 Oct**—The Key West Naval Base is left without a ship with the decommissioning of USS *Amberjack* (SS 520). The base is scheduled to be closed in the spring of 1974.

**10 Nov**—The Navy's first gas turbine-powered destroyer, *Spruance* (DD 963), is launched at Pascagoula, Miss., the first of 30 large ships in her class.

**12 Nov**—The Navy Race Relations School opens in Memphis, Tenn.

**14 Nov**—Navy begins operating a television station in the Antarctic.

**19 Nov**—The U. S. Sixth Fleet, on alert because of the Middle East War, is returned to "normal training condition" status.

**28 Nov**—President Nixon signs into law the emergency petroleum allocation act, necessitated by the Arab boycott of oil exports to the United States.

**29 Nov**—Navy announces that a triservice medical university will be built in Bethesda, Md. The university is scheduled to be operational by 1978.

**1 Dec**—The first of five of an entirely new class of amphibious assault ships is launched at Pascagoula, Miss. *Tarawa* (LHA 1) is expected to offer the Navy the greatest operational versatility in the history of amphibious warfare.

**20 Dec**—Two women physicians, Lieutenants Jane O. McWilliams and Victoria M. Voge, graduate from the naval flight surgeon training program to become the Navy's first women flight surgeons.

## 1974

**10 Jan**—SECNAV directs establishment of the Navy Metrication Group which is assigned responsibility for gradual conversion to the metric system.

**14 Jan**—The Defense Department announces plans to cut its manpower, reducing the Navy by 15,000.

**8 Feb**—USS *New Orleans* (LPH 11) recovers the three astronauts of *Skylab III* in the Pacific.

5 Mar—The X-24B aircraft, designed to test approach and landing techniques for the U. S. space-shuttle program, makes its first supersonic flight.

24 Apr—NIMBUS STAR, minesweeping of the Suez Canal, is begun by U. S. naval forces. It is completed 3 Jun.

22 May—Ground is broken at Gulfport, Miss., for a new facility to house residents of the U. S. Naval Home, presently located in Philadelphia.

27 May—Memorial dedication is held for the Seabees near the entrance to Arlington National Cemetery, Arlington, Va.

30 May—As a result of the energy crisis, Naval Facilities Engineering Command is designated to lead the Naval Material Command's Energy Program.

18 Jun—Navy announces the relocation of the Naval Academy Preparatory School from Bainbridge, Md., to Newport, R. I., to commence 1 July 1974.

1 Jul—Boston Naval Shipyard, the oldest in the nation, closes after 174 years of service. A new command, entitled the Naval Sea Systems Command, is established. It combines all the functions of the Naval Ship Systems Command and the Naval Ordnance Systems Command which are simultaneously disestablished.

16 Jul—For the first time, 15 women report to the Merchant Marine Academy as plebes in the 348-person class of 1978.

22 Jul—U. S. and British helicopters evacuate more than 400 citizens of the U. S. and other countries from Cyprus to USS *Coronado* (LPD 11) which transports the evacuees to Beirut.

1 Sep—U. S. Air Force SR-71 reconnaissance plane sets a new record with a flight from New York to London, lasting only one hour, 56 minutes.

9 Sep—Defense Department announces the President approved a directive for variable incentive pay for medical officers, allowing them a bonus of up to \$13,500 a year for each year they agree to serve after their initial active duty obligation is complete.

16 Sep—President Ford announces establishment of a clemency program for draft evaders and deserters of the Vietnam War.

30 Sep—Twentieth reunion of those associated with the design, development, construction or operation of USS *Nautilus* (SSN 571), the Navy's first nuclear-powered ship, is held in Groton, Conn.

30 Oct—Admiral James L. Holloway III, Chief of Naval Operations, indicates the Navy will drop below 500 ships for the first time since 1939 before there is an increase.

9 Nov—The first of a new class of patrol hydrofoil missile ships, *Pegasus* (PHM 1), is launched in Seattle.

24 Nov—Group built around USS *Constellation* (CVA 64) sails into the Persian Gulf, the first carrier to enter the Gulf since 1948.

2 Dec—Navy confirms that USS *Sanctuary* (AH 17) will be decommissioned and with it the women-at-sea program would be discontinued in the spring of 1975.

9 Dec—The U. S. opens its first embassy in East Berlin.

10 Dec—Navy announces changes, effective 30 Jun

1975, in a number of ship classifications and designations to improve the accuracy of the names.

23 Dec—The B-1 supersonic bomber makes its first flight, lasting 77 minutes.

25 Dec—Soviets announce they have the first atomic lighthouse in service on the Baltic.



Top: USS Nimitz (CVAN 68). Above: Patrol hydrofoil *Pegasus* (PHM 1). Right: Navy Birthday insignia created by DM2 Lloyd Marshall.

## 1975

11 Jan—A force built around USS *Enterprise* (CVAN 65) begins a one-month "naval ops" in the Indian Ocean.

1 Feb—USS *L. Mendel Rivers* (SSN 686), a Sturgeon-class nuclear-powered submarine, joins the fleet at Newport News, Va.

16 Feb—Guided missile cruiser USS *California* (CGN 36) becomes the sixth nuclear-powered surface ship to join the Navy as she is commissioned at Newport News, Va.

28 Feb—The U. S. Navy discloses the possible existence of an offshore oil field in the continental shelf off Marie Byrd Land, Antarctica.

29 Mar—American naval transports and vessels under MSC contract begin evacuation of South Vietnam from path of advancing communist forces.

11 Apr—*Eagle Pull* Operation is conducted as helicopters from USS *Okinawa* (LPH 3) and USS *Hancock* (CVA 19) lift 82 Americans and 194 nationals



of other countries from Phnom Penh, Cambodia.

27 Apr—The Russian Tass announces successful completion of a worldwide naval exercise involving 200 USSR ships.

29 Apr—U. S. helicopters, operating principally from Amphibious Group 1 ships, land on Saigon rooftops and at Tan Son Nhut air base to evacuate all but a handful of the 900 Americans still in Saigon. Agreement between U. S. and Greece to end homeporting of U. S. ships in Greek ports is announced.

30 Apr—Pentagon announces that the U. S. Navy

rescued approximately 18,000 South Vietnamese who had fled that country in sampans, rafts and other small craft. Thousands of others are rescued by ships under contract to Military Sealift Command. South Vietnam surrenders unconditionally to the Viet Cong.

3 May—The largest warship in the world, USS *Nimitz* (CVAN 68), is commissioned at Norfolk, Va.

4 May—USS *Bluefish* (SSN 675) surfaces at the North Pole during annual exercise to maintain the U. S. Navy's arctic submarine capability.

5 May—United States and Thailand jointly announce that American troop strength in Thailand would be reduced by 28 per cent, to 19,500.

7 May—Two Federal Republic of Germany freighters complete their transit of the Suez Canal, steaming from an eight-year prison in Great Bitter Lake to Port Said.

12 May—The American merchantman SS *Mayaguez* is fired on and boarded by Cambodian naval forces in the Gulf of Thailand and moved toward the Cambodian coast. Two Russian destroyers begin a visit to Boston, while USS *Leahy* (CG 16) and *Tattnall* (DDG 19) begin a visit to Leningrad. These reciprocal visits are in honor of the 30th anniversary of the Allied victory over Germany.

14 May—After air strikes by USS *Coral Sea* (CVA 43) planes, a U. S. Marine landing on Kaoh Tang Island, and the landing of a boarding party from USS *Harold E. Holt* (FF 1074) of U. S. Marines to re-seize SS *Mayaguez*, the crew of that ship are released by their captors and the freed *Mayaguez* gets underway to clear the Cambodian coast.

5 Jun—USS *Little Rock* (CG 4), with Commander Sixth Fleet embarked, participates in the Suez Canal opening ceremonies.

6 Jun—Chief Petty Officer W. R. Rhodes sets a world's open-sea diving record of 1148 feet during tests of the Mark I Deep Diving system in the Gulf of Mexico.

12 Jun—USS *Trippe* (FF 1075) and *Joseph Hewes* (FF 1078) transit north through the Suez Canal from the Red Sea to the Mediterranean en route Charleston from Middle East deployment. They were the first commissioned U. S. Navy ships to transit the entire canal since *Intrepid* (CV 11) in 1967.

20 Jun—USS *Wainwright* (CG 28) begins the first official visit by a U. S. Navy ship to Romania since World War II when she arrives in the Black Sea port of Constanta.

30 Jun—The Alaskan Command (ALCOM) and the Continental Air Defense Command (CONAD) are disestablished.

1 Jul—Commander Naval Surface Force, Atlantic Fleet (COMNAVSURFLANT) and Commander Naval Surface Force, Pacific Fleet (COMNAVSURFPAC), established 1 January, become fully operational. Naval Ordnance Laboratory, White Oak, Md., and Naval Weapons Laboratory, Dahlgren, Va., complete a reorganization which combines them into a single command, the Naval Surface Weapons Center, with headquarters at White Oak, Md.

13 Oct—Navy celebrates 200th birthday and enters into its third century of service to the nation.

# letters to the editor

## VIP Passenger

SIR: Chronology V in March ALL HANDS included a picture of President Truman aboard USS *Tusk* and a cutline stating that he was the first President to travel underwater in a submarine. This is not so.

On 25 Mar 1905, USS *Plunger*, first submarine to be accepted by the Navy, made a test dive with President Theodore Roosevelt aboard.

The incident, which took place off Sagamore Hill, President Roosevelt's summer home located on Oyster Bay, Long Island Sound, was first brought to my attention in October 1964 by an old friend and shipmate of mine, Patrick E. Ryan, ENS, USN(Ret).

Pat Ryan was a gunner's mate first and serving in *Plunger* at the time the incident occurred. He told me that when President Roosevelt came aboard, he asked the captain, Lieutenant Charles P. Nelson, how deep the boat could go? When told 125 feet, he said, "Take her to the bottom," which was about 75 feet. While resting on the bottom, the President asked the captain, "What would be done in a similar situation if the boat lost all power?" The captain responded by pulling the main power switch and the crew started manning the hand pumps, pumping water out of the ballast tanks. When *Plunger* surfaced, the President was elated, and of course he had to be taken out for a ride. A practice torpedo run was made with the President conning the boat. This was accomplished by peering through a glass port in the conning tower while *Plunger* porpoised on

her run. The President showed his enthusiasm for the job with occasional shouts of "Bully!"

Upon returning to Sagamore Hill, President Roosevelt stated he was convinced that the submarine had tremendous potential as a man-of-war. He also was aware of the dangers to which submarine crews were subjected, and later authorized hazardous duty pay for submariners—a dollar a dive, not to exceed 15 dives per month.

Shipmate Ryan, a Navy Cross winner, passed away in November at the ripe old age of 96. At the time of his death, he was the oldest ensign on the Navy retired rolls.—CTC George C. Bernatz, USN(Ret).

• *Thanks for your very interesting account of Teddy Roosevelt's ride in a sub. Stories like this are a "bully" spin-off of the Chronology series printed in ALL HANDS. We try to get all the facts in the first place, but when we don't, we rely on accounts like yours to provide a full account to the footnotes of history.*—Ed.

## Perfect Exam Scores

SIR: While the accomplishments of the men of USS *Lapon* (SSN 661) are indeed noteworthy (Taffrail Talk, April 1975), I strongly disagree with your statement that a 100 per cent pass rate on an advancement exam is "almost unheard of." Thirty-two members of this command participated in, and passed, the August 1974 exam. Of the 32 tested, 26 have been advanced, five were PNA'd, and one selectee was caught in the promotion freeze. Additionally, three men have been advanced off the August exam after being transferred to this activity.—DT1 E. G. S.

• *While the BuPers Enlisted Advancement Section does not compile statistics on the success of individual units with regard to advancement examinations, it is believed that in future advancement cycles it will not be a remarkable achievement for a command to achieve a 100 per cent "pass" rate.*

*Commencing with the February 1974 advancement cycle, a new concept in the enlisted advancement system reduces the relative importance of the written examination and places more emphasis on an individual's professional performance in the computation of final multiple scores. This change will give recognition to the consistently superior performer who is not a particularly good "test taker," by reducing the passing score to include a*

*larger number of candidates in the "pass" category (estimated to be between 92 and 96 per cent of all test takers) and thus establish their eligibility for final multiple score computation. Passing the examination has always been a requirement in order to have a final multiple score computed. By lowering the pass score, more members will now be eligible to have their final multiple score computed.*—Ed.

## Alien Travel

SIR: In your informative article "Immigration & Naturalization," May 1975, p. 48, you failed to mention one important point.

In most cases, before any alien, including alien dependents of military personnel, may leave the U. S. to travel or accompany a sponsor overseas the alien must obtain a Certificate of Compliance, or "sailing permit," from the Internal Revenue Service. The certificate is proof that any past federal income taxes and taxes owed to the date of departure are paid.

The certificate should be obtained from the District Director for the district in which the alien is located. The IRS suggests aliens get the certificate at least two weeks before departure, but applications may not be filed earlier than 30 days before departure.

To get the certificate, an alien must appear in person at a specified IRS office and bring: Passport and Alien Registration Card (INS Form I-151); copies of income tax returns filed for the past three years; receipts for income taxes paid for the above returns; records that substantiate deductions and dependents claimed on the above returns; a statement from each employer showing wages paid and tax withheld from 1 January of the current year to the date of departure; documents showing gain or loss from the casual sale of personal property, including capital assets and merchandise. If self-employed, the alien must bring a profit-and-loss statement prepared for the period from 1 January of the current year to the date of departure instead of an employer's wage/tax statement.

An alien who tries to leave the States without a certificate and who cannot show that he qualified for departure without one, will be subject to an income tax examination at the point of departure. He will then be required to make out the necessary income tax returns and statements and, ordinarily, pay any taxes that may be due.

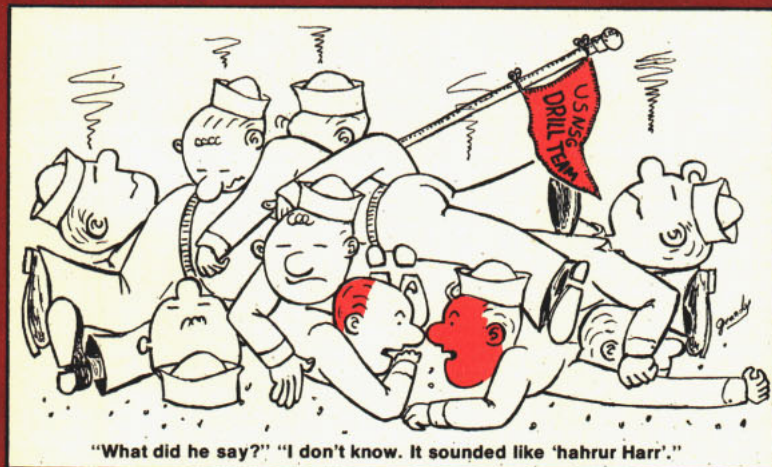
Complete details about the Certificate of Compliance may be found in IRS Publication 519, or may be obtained at any IRS office. The IRS does not require any type of report to them upon reentry to the U. S.—SM1 R. V. D.



SN John Benson



CTSN Michael Grandy



on the  
**serious side**

LTJG P. McVay, USNR



CTC Ernest Mawn, Jr.



# TAFFRAIL TALK

It's nice to hear people talk about things they love. It fills you with warm fuzzies to see the twinkle in their eyes and listen to the bubble in their voices. We recently received two letters from people talking about the Navy they love. We'd like to share them.

From a Navy mother to a recruiter: "I think I should let you know one of your seaman recruits has a hereditary disease. His father had it 29 years, 10 months and four days ago, and recently his brother had exactly the same thing. Today I saw the symptoms in the youngest member of the family.

"As soon as a male member of the family turns 17, his blood turns to salt water. His heart beats to the tune of 'Anchors Aweigh' and he has to have a cure at Great Lakes called 'boot camp.' Upon release he is filled with a lifetime supply of sea stories.

"That forbidding, windowless recruiting building again opened its mouth for breakfast and swallowed up my boy! I'll never see him again!

"Oh, yes, in seven weeks you'll invite me to come to Great Lakes. There, with bands playing and flags waving, you'll march him out tall and proud in that blue uniform and give him back—a man!

(signed) Proud mother of a Navy man."

(Editor's Note: The proud mother is Mrs. Joseph Drahos of Midlothian, Ill., whose husband served as an electrician's mate in the Navy during World War II.)

\* \* \*

From a retired chief: "I thought your readers would like to know what the Navy used to be like. I enlisted on 16 Aug 1915 and was sent to Newport, R. I., for my training, which in those days was six months long. From there I went to the Fleet and was quartered aboard USS *Constellation*, also at Newport. My first boss was Rear Admiral Austin M. Knight, who wrote *Knight's Modern Seamanship*. I served on his 50-foot coal-burning barge. My pay at that time was \$17.60 per month, but those were real silver dollars and we all loved our Navy. Our ship was our home and shore duty never entered our minds.

"From Newport I went to the battleship USS *New York*. It took us 13 days to get to Scapa Flow, Scotland, where the German Fleet surrendered in WWI. I was there, and also had the pleasure of meeting the King and Queen of England (George V and Queen Mary). We had a crew of about 1400 officers and men, and the King and Queen furnished venison for all of us. It was just out of this world, and especially during wartime.

"Later, back in the States, I was transferred to destroyers. Over 50 years ago, on the night of 9 Sep 1923, I was in USS *Young* when seven destroyers went on the rocks at Honda Point in the Santa Barbara Channel. I spent six hours in that cold water and we lost 23 men. Fortunately, I am still around.

"In WWII, I went to the South Pacific in a sub chaser and had more close calls, but it was all for a good country and a good Navy.

"I also helped coal one of the ships that had made the cruise with the Great White Fleet. Did you know in those days, 1915 and before, sailors wore pajamas and chiefs long nightgowns? When an order came down to do away with the pajamas we put them on over our dungarees to keep the coal dust out and then threw them away.

"We still have the best Navy in the world and life for men and women in the service today is a wonderful career.

(signed) CPO Paul W. Schick, USN (Ret)"

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## United States Navy 200th Birthday



To all who shall see these presents, know ye that on the occasion of the United States Navy's two hundredth year of service, commemorating the date in 1775 that the Continental Congress first ordered outfitting of a naval vessel, that

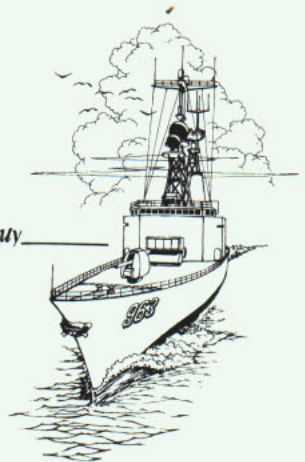
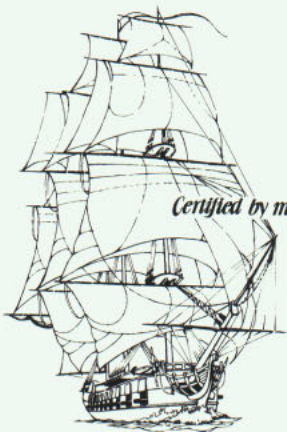


was on active duty and serving in support and defense of his country against all enemies at a significant moment in our nation's history, on board

Certified by my hand this \_\_\_\_\_ day of \_\_\_\_\_ in the year of our Lord Nineteen Hundred and Seventy \_\_\_\_\_

*J. L. Holloway III*  
J. L. Holloway III  
Admiral, U.S. Navy  
Chief of Naval Operations

\_\_\_\_\_  
Commanding Officer



This United States Navy 200th birthday certificate was recently distributed to all commands by the Navy Internal Relations Activity. It is designed for local reproduction to be given to all Navy personnel on active duty as a memento of their service during the Navy's 200th birthday year. It may be presented, at the discretion of commanding officers, at any time from 13 Oct 1975 to 13 Oct 1976 as an appropriate part of the nation's bicentennial observance.

# U.S. NAVY MOVING INTO OUR 3rd CENTURY

